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## American Railroad Journal.

New York, Saturday, July 27, 1872.

### New York, West Side and Chicago Railway.

The officers of this road have executed to the Farmers' Loan and Trust Company of New York a mortgage on the whole line from New York to Buffalo, to secure the payment of the first mortgage bonds of the company to be issued to the amount of \$35,000 per mile, and to be appropriated for the construction and equipment of the road. The mortgage has been recorded in this county and in all other counties through which the line of the road passes. The line as described in the mortgage runs up the west shore of the Hudson to Catskill, thence to the Mohawk valley at Schenectady, and thence along the south side of the Mohawk to Utica, thence to Syracuse, Rochester and Buffalo. Mr. Courtney, the president of the company, is now in Europe negotiating the bonds, and has recently telegraphed back that the negotiations are progressing favorably. He has also telegraphed to have the work begun at once. The heaviest and most important piece of work on the whole line will be the tunnel at West Point. It will be three-fourths of a mile in length, and two years will be required for its completion. The contract has been let and the contractor has commenced work. The Ohio and Indiana portions of the New York, West Shore and Chicago Railway have been recently organized in those States. It is now said that similar organizations are to be extended through Iowa and Missouri, and to be connected with a southern route to the Pacific, the whole to be styled the "Continental Railway Company." It is reported

that preparations are being made to commence work at Little Falls.—*Syracuse Courier*.

### Diamond Rock Drilling.

For penetrating rock no material has yet been found so efficient in proportion to cost as the bort, or black diamond. Leschot was probably the first who struck upon the right method of utilizing this valuable material for the purpose named. But his appliances were so inadequate to meet the formidable practical difficulties experienced in the attempt to perfect machinery suitable for applying the principle he adopted, viz., the arming of iron drill-points with borts, that it took a long time for the present owners of his patent to supply the deficiencies of his crude mechanism.

The American purchasers were fortunate in selecting Mr. John North, of this city, as the engineer to supply these defects. Through his genius and their own perseverance they have, one by one, surmounted the practical difficulties at first experienced, and have brought out a class of machinery adapted to the various wants of miners, quarrymen, and surveyors which is an honor to American engineering.

The American Diamond Drill Company, now organized and having full control of the patents of Leschot in this country, have demonstrated the value of their machinery in situations calculated to test its merits to the utmost.

At the Hell Gate Tunnel, Hallett's Point, East River, is to be found some of the most obdurate rock ever encountered in a work of such magnitude. Through this intractable material the diamond drill cuts its way with a facility no less remarkable than gratifying to engineers familiar with the tedious process of hand-drilling.

It is evident this system of drilling has only begun its brilliant career, and that, having struggled up through innumerable obstacles, it will hereafter take its place in the front rank of engineering resources for piercing both hard and soft rock.

The Kansas Central Narrow-Gauge Railroad has been opened to Grasshopper Falls, a distance of thirty-six miles, and another section of twenty miles will be completed by the 1st of August.

### Madison, Monticello and Griffin Railroad.

We acknowledge the pleasure of a visit from Col. Boynton, the sagacious and energetic president of the above road, now in progress of construction. Col. Boynton speaks cheerfully of the prospect of a friendly connection between the Eastern and Western parts of the State, through Middle Georgia, by means of the road which his company is now constructing. The road may now be considered an established success. Iron for forty miles of the road has been secured, deliverable during the Summer. Twenty miles of road, coming East from Griffin, and two miles, going West from Madison, have been graded. There is cash at command sufficient to grade eighteen miles more; and, unless some accident not now foreseen should prevent, there will be, before the close of the year, forty miles of road completed, ironed and in operation—twenty miles at each end of the road—leaving a gap of only twenty-three miles to be constructed. Of course, on the Griffin line, produce seeking an outlet will not look, with the present gap, for that outlet in this direction, and it would seem highly desirable to parties whose interests are most affected thereby, that the gap should be closed at as early a day as possible.—*Augusta (Ga.) Chronicle*.

### Railways in Australia.

Some time since we had occasion to comment upon the great growth of enterprise in Australia, and mentioned that there was a proposal on foot to construct a line of railway side-by-side with the telegraph from Adelaide to Port Darwin. We now learn from the *South Australian Register* that the scheme is even more ambitious than we at first imagined it to be, for not only do the projectors contemplate a trunk line from north to south across New Holland, but also propose to construct branches to Melbourne, to Sydney, and to Brisbane, so as to weld each one of the colonies into one. The nominal capital is small, but it is said to include amongst its shareholders influential colonists connected with every one of the producing and commercial interests of South Australia. Its managing director is Mr. R. D. Ross, late of the Commissariat Department, who for years has exhibited a lively interest in the development of the Northern Territory. It is anticipated that the first cost of this great Trans-Continental Railway will not be less than £10,000,000; and to induce English capitalists to engage in the undertaking, a concession of 200,000,000 acres of land, laid out in thirty-five alternate blocks along the proposed course of the line, is asked for. The bulk of territory to be included in this endowment is at present worthless, but with a facile means of communication with the seaboard established, it will all to a greater or less extent become valuable for pastoral purposes.

whilst much of it will be available for the growth of tropical products. There is also a strong probability of gold and other minerals being found in quantity at various points near the route of the railway. The company solicit five years within which to place the scheme upon the London market, and fourteen years beyond that for carrying out the work. They announce themselves prepared to deposit a moderate sum as a guarantee of *bona fide*, and in the authorized statements of their intentions they point out that the scheme will not only facilitate the conveyance of mails and passengers to and from Europe, but that it will open up the interior of the continent to pastoral occupation, expedite settlement throughout Australia, and render inevitable a federation of the Southern Colonies.—*London Railway News*.

#### Erie Railway.

To the Stockholders of the Erie Railway Company:

Heretofore the reports of the managers of this company have embraced the operations for the previous fiscal year, ending September 30th, but a special law having been passed by the last Legislature of this State ordering a new election to be held on the second Tuesday of July, instead of the second Tuesday of October as provided by former laws, the directors in surrendering their trust can only give a resume of the history of the operations of the road for a period of nine months, extending from September 30th, 1871, to July 1st, 1872, and even for this, the last two months are partially estimated, the accounts having been settled and closed to the 1st of May only; and it may be proper to remark that whatever credit or discredit may appear from the statements, must attach not to the present managers but to their predecessors in office.

The earnings of the company from all sources, from October 1st, 1871, to May 1st, 1872, (seven months) were as follows:

From freight.....	\$8,142,849 00
" passengers.....	1,664,005 44
" storage.....	1,020 58
" telegraph.....	17,526 51
" rents.....	84,004 41
" mails.....	102,515 69
" miscellaneous sources.....	67,585 26

Earnings Erie Railway Co.....\$10,079,506 84  
Earnings from leased branches 295,092 66

Total earnings.....\$10,374,599 50

Operat'g expenses Erie Railway.....	\$7,093,971 12
Interest on mortgage debt.....	1,269,447 25
Rents of railroads, &c.....	594,360 55
Taxes.....	166,808 84
Hire of cars, &c.....	360,862 60

Expenses Erie Railway Co.....	\$9,485,450 36
Operating leased lines.....	316,530 57

Surplus.....\$572,618 57

Comparing the results of these seven months with the corresponding seven months of the previous year we find an increase in earnings of \$1,335,197 74 or 14½ per cent., and a decrease in expenses of operating the road of \$160,593 35 or 2½ per cent. The increase in earnings is largely attributable to the coal transportation, which for a little over five months of the corresponding period of the previous year was interrupted by strikes; on the other hand, during nearly the whole period of seven months embraced in this statement, there was very little done in cattle and oil, on which there was a large decrease in the receipts over the preceding months. Although the decrease in these special freights would be less than the increase on coal during the seven months, it is still enough to show a very gratifying increase on the general business of the road.

The amount expended for construction for the seven months was \$2,189,276 40.

The account of receipts and disbursements for the same time may be stated briefly as standing thus:

Earnings from all sources.....	\$10,374,599 50
Operating expenses.....	\$7,410,501 69
Interest, rents, &c.....	2,391,479 24
Construction.....	2,189,276 40

11,991,257 33

Disbursements over receipts.....\$1,616,657 83

The earnings from freight and passengers for the seven months compared with corresponding period of previous year were:

	1871.	1872.
Passengers.....	\$1,585,766 51	\$1,664,005 44
Freight.....	6,819,573 65	8,142,849 00

The number of tons of freight in each of the above periods were:

	1871.	1872.
Through, East.....	530,341	583,135
" West.....	117,132	151,136
Way, East.....	1,248,538	1,833,397
" West.....	394,397	561,728

Total in tons.....2,290,408 3,129,391

The number of miles run by freight trains, with earnings and expenses per mile run, are as follows:

	1871.	1872.
Miles run.....	3,835,403	4,768,973
Tons moved.....	2,290,408	3,129,391
Earnings.....	\$6,819,573 65	\$8,142,849 00
Earnings per mile run.....	\$1.78	\$1.71
Earnings per ton moved.....	\$2.98	\$2.60
Expenses.....	\$5,404,650 53	\$5,285,008 48
Average cost per ton moved.....	\$2.36	\$1.69
Average cost per mile run.....	\$1.41	\$1.11

The capital stock and debt of the company on the 1st of July were as follows:

	STOCK.
Common stock.....	\$78,000,000
Preferred stock.....	8,536,910
	\$86,536,910

	FUNDED DEBT.
1st mort. payable in 1867.....	\$3,000,000
2d mort. " 1879.....	4,000,000
3d mort. " 1883.....	6,000,000
4th mort. " 1880.....	4,441,000
5th mort. " 1888.....	926,500
Buffalo Br. " 1891.....	182,600
Sterling Bonds £1,000,000	
1875.....	say 4,844,400
Consolidated mort. 1920,	
issued.....	6,446,000
Scrip dividend.....	199,640
	30,040,140

Total stock and funded debt.....\$116,577,050

	FLOATING DEBT.
Including loans on demand, bills payable, outstanding vouchers and payrolls, and accrued interest on funded debt.....	\$6,463,668 20

The loans on demand and time, are covered by collateral securities owned by the company.

Bonds of other railways or undertakings guaranteed by the Erie Railway Company, all bearing seven per cent. interest:

Paterson and Newark R. R., interest on.....	\$500,000
by endorsement on bonds of which this company owns \$250,000.	
Newburgh and New York R. R., int. on.....	250,000
by endorsement on bonds of which this company owns \$166,000.	
Buffalo, Bradford and Pittsburg R. R., interest on.....	564,000
by endorsement on bonds of which this company owns \$185,000.	
Suspension Bridge and Erie Junction R. R., interest on bonds.....	1,000,000
Interest on stock.....	500,000
by endorsement on shares.	

Pavonia Horse Railroad, interest on... 100,000  
which this company has ceased to pay, and may, perhaps, be released therefrom.

New York and Boston Express, int. on... 170,000  
all held by this company; the express company being extinct, or about being closed up.

Boston, Hartford and Erie R.R., int. on... 5,000,000  
The question as to the company's liability on the guaranty of these bonds is now before the courts. On \$1,900,000 of these bonds this company is under special agreement, in addition to the original endorsement on bonds to pay the interest.

Narragansett Steamship Co., interest on... 1,000,000  
by endorsement on bonds. The company has not been called upon to make any payments on account of this guaranty, nor is it likely that they will be.

Newark and Hudson R. R., (not yet completed) interest on... 250,000  
by endorsement on bonds. No interest has yet been paid by the company, but they may be called upon to do so.

Union and Titusville R. R. Co., int. on... 500,000  
The company has not as yet been called upon to make any payments on account of this guaranty.

#### RENTALS.

Paterson and Hudson River, Paterson and Ramapo, and Union Railroads, extending from Jersey City to Suffern, 32 miles, \$78,400.

Weehawken Branch—rental based partly upon a per centage per ton per mile, which amounts to, say \$30,000 per annum.

Paterson and Newark Railroad.....	\$35,000
Newburgh and New York Railroad.....	17,500
Montgomery and Erie Railroad.....	25,000
Gushen and Deckertown Railroad.....	21,500
Hawley Branch and Jefferson Extension.....	56,000
Carbondale Branch.....	140,000
Chemung Railroad (gold).....	30,000
Buffalo, New York and Erie Railroad... ..	233,100
Erie and Genesee Valley Railroad (gold).....	8,400
Avon, Genesee and Mount Morris.....	15,000
Buffalo, Bradford and Pittsburg Railroad.....	26,530
Suspension Bridge & Erie Junction R.R.....	105,000
Rochester and Genesee Valley Railroad.....	32,100
Cincinnati, Hamilton and Dayton Railroad.....	180,000
Weehawken property.....	83,200
Long Dock property, interest and taxes.....	240,000
General offices, taxes and insurance.....	75,000

Nearly all the above leased roads are valuable adjuncts to the company's road, and some of them are indispensably necessary to its successful working. The 32 miles of leased roads in New Jersey form the eastern end, and the Buffalo, New York and Erie Railroad the western end of the main line from New York to Buffalo. By the Hawley and Carbondale Branches the large and profitable anthracite coal tonnage is obtained, and by the Suspension Bridge Road Niagara Falls is reached and a connection made with the Canada roads.

All of the above are broad gauge or six feet track.

The railroad of the Barclay Coal Company, with its furniture and equipment, is leased for twenty years by the Towanda Coal Company, which is operated by the Erie, this company paying for the same an annual rental of \$30,000, and a royalty of twenty-five cents per ton for the coal. This arrangement is an advantageous one for the company, securing as it does a supply of coal at cheap rates for the use of the locomotives.

The broad gauge track of the Cincinnati, Hamilton and Dayton Railroad Company was leased perpetually by this company at a yearly rental of \$180,000, but this arrangement, like many others of a similar character made by the late management, entails an unnecessary and improper loss to this company, and it can probably be terminated, the same not being valid as against this company.



The lines owned, leased and operated by this company are as follows:

	Miles.
Main Line, extending from Jersey City to Dunkirk.....	459
Included in this distance are the leased roads—Paterson and Hudson River, Paterson and Ramapo and Union Railroads—32 miles in length.	
The Weehawken Branch and Fort Lee Railroad, to the Cattle Yard on the Hudson River—Leased.....	5
The Northern Railroad of New Jersey: from Jersey City to Piermont; operated by this company at 65 per cent. of the gross earnings.....	26
The Hackensack and New York Railroad: to Hackensack.....	7½
And the Hackensack Extension.....	13½
Both operated at 65 per cent. of gross earnings.	
The Paterson and Newark Railroad: extending between these places; Leased..	14½
The Piermont Branch: owned by this company.....	18
The Newburgh and New York Railroad: from Turners to Vail's Gate; Leased.....	12½
The Newburgh Branch: Chester to Newburgh; owned by this company.....	18½
The Montgomery and Erie: from Montgomery to Goshen; Leased....	10½
The Goshen and Deckertown: Goshen to Pine Island, Leased.....	12
The Hawley Branch: Lackawaxen to Hawley, Leased.....	16
The Jefferson Railroad: Hawley to Honesdale, Leased.....	9
The Carbondale Branch: Carbondale to Susquehanna, Leased.....	36½
The Chemung Railroad: Elmira to Watkins, Leased.....	17½
The Buffalo, New York and Erie Railroad: Corning to Buffalo, Leased.....	141½
The Rochester and Genesee Valley Railroad: Rochester to Avon, Leased.....	18½
The Erie and Genesee Valley Railroad: Dansville to Mount Morris, Leased.....	14½
The Avon, Genesee and Mount Morris: Avon to Mount Morris, Leased.....	15½
The Buffalo Branch: Hornellsville to Attica, owned by this company.....	60
The Buffalo, Bradford and Pittsburg Railroad: Carrollton to Alton, Leased.....	25½
The Suspension Bridge & Erie Junction R.R.: Buffalo Junction to Niagara, Leased.....	23½
These roads, although operated in most cases without profit, are justified by the fact that they bring profitable business to the main line.	
RECAPITULATION.	
	Miles.
Length of road, main line.....	459
Length of branches, owned.....	96½
Length of roads, leased.....	368½
Length of roads operated at 65 per cent. of gross receipts.....	46½
	971½
Second track on same and side tracks.....	476
	1,447½
All broad gauge or 6 feet track.....	1,447½
On 61½ miles, Waverly to Watkins, and from Buffalo to Suspension Bridge, a third rail, forming narrow gauge, is laid, equivalent to single track.....	32½
Train service is furnished at from 75 to 90 cents per mile run on following roads:	
Warwick Valley, broad gauge.....	10
Wallkill Valley, ".....	18
Monticello and Port Jervis Branch, broad gauge.....	24
Barclay Railroad, narrow gauge.....	16
	68
Total.....	1,515½

The number of locomotives owned by this company is 489, of which number 95 are passenger, 342 freight and 52 are switching engines. Of the freight engines 20 are condemned and are being re-constructed. 17 locomotives have been added to the equipment since September 30th, 1871.

The number of cars is as follows:

First class passenger cars.....	208
Second class and emigrant cars.....	44
Baggage and express cars.....	72
Milk cars.....	26
Box freight cars.....	3,170
Box stock cars.....	565
Slat stock cars.....	88
Slat oil cars.....	321
Oil tank cars.....	442
Flat cars.....	2,116
Coal cars (8-wheel).....	1,569
Coal cars (4-wheel).....	1,570
Caboose.....	204
Derrick and tool cars.....	27

Total number of cars owned by the Co.....	10,422
Cars leased of the Barclay R.R. (4-wheel coal)	388
Cars hired of the E. & A. S. C. Co. (1st class pass.).....	33
Cars hired of the Union Car Co. (box freight)	500
" " Jefferson Car Co. (4-wheel coal).....	1,500

Total.....12,793

Since September 30th 1871, the following cars have been added to the equipment, viz:—12 first-class passenger cars, 350 box freight, 545 flat, 487 coal and 16 cabooses.

The contracts between this company and the Sleeping Coach Company provides that the latter shall furnish Sleeping and Drawing Room Coaches complete, with the furniture and fixtures properly adapted to their use, and necessary attendants, and shall receive for their use four cents for each mile run, and the additional amount paid by passenger occupying the same, over and above the rates of fare charged on the regular passenger coaches of the railway company.

The Union Car Company furnish 500 box freight cars suitable for transportation of grain in bulk at one cent per car per mile run, the railway company to keep the same in repair and guarantee a minimum monthly service of 2,500 miles per car.

The Jefferson Car Company furnishes the railway company with 1,500 four-wheel "dump" or coal cars at half a cent a car per mile for carrying coal, the railway company to keep the same in repair and guarantee a minimum monthly service of 1,400 miles per car.

Tabular statements, giving in detail the items of earnings and expenses for seven months, also details of construction, liabilities and assets of the company, and also a statement of earnings and expenses for nine months ending July 1st, are hereto appended. This last table, although estimated in part, may be regarded as substantially correct, and exhibits a gratifying result in the largely increased earnings and diminished expenses of the road.

Although something has been done in the way of reform, and measures are in progress which, if carried out, will do much more towards placing the affairs of the company on a firmer basis, yet the existence of many contracts which involve loss to the company is a subject of regret; some of these in all probability can be abrogated, and others modified so as not to be so onerous in their requirements.

But it is in the matter of additional facilities for increasing business, securing remunerative rates and economical operations, that the company must more particularly look to secure satisfactory returns on their investment.

The double tracking of portions of the road, the introduction of the third rail to secure narrow gauge connections, and steel rails in place of iron for renewals, stand prominently amongst the needed requirements. The report of the vice-pres-

ident, recently submitted to the board, gives details and estimates of the expenses of this work, a copy of which report is hereto annexed.

Respectfully submitted,

JOHN A. DIX, President.

GENERAL OFFICE ERIE Co.,  
New York, July 9, 1872.

#### Narrow Gauge Railways.

The Chief Engineer of the Western Maryland Railroad has made a long report on the gauge question to his Company, in which he deals largely with facts and figures. After treating of the different phases of the question at length, he summarizes his conclusions as follows:

They tell us that by constructing a 3 ft. road 100 miles long, destined to do a large coal tonnage—instead of the 4 ft. 8½ in. gauge,—the saving would be sufficient in 10½ years, if compounded at 7 per cent., to repay all but \$6,200 per mile of the entire cost of an expensively constructed railway; or, taking the most moderate view of it, that in this period of time, after making even unreasonable allowances for contingencies, one-half of the total cost of the road and its furniture will be wiped out.

That from an increase of paying weight, and by reason of the decrease of unproductive rolling stock weight, the 3 ft. road can earn against 28 4-10 grades \$308 880 more each year for its gross revenue in coal transportation alone; further, that on maximum grades of 40 ft. per mile it would have an annual surplus of net earnings amounting to \$238,680; again, that sharp curvature, so destructive to the rolling stock of standard gauges, can be traversed without injurious effect on the 3 ft. roads.

That the cost of outfit is about 12 per cent. less, and about half the weight for the same business.

That the speed which is now maintained in our regular railway traffic can be fully adhered to on the 3 ft. lines, and that the passenger coaches on these roads have equal stability, and, in certain cases, more safety, than those of the standard.

That the cost of operating is about 20 per cent. in favor of narrower lines.

That the net revenues of the wide road may reach 7 per cent., while those of the 3 ft. as surely promise 20 per cent.,—which demonstrates that charges for the transportation can be reduced to the public on the 3 ft. road.

The 3 ft. branches can be built advantageously to connect with the standard roads, even where transshipment is unavoidable; that such transshipment, after the arrangements are once consummated, can be made at 6 to 10 cents per ton; and, further, that our present trunk lines should see it to be for their interest to lay down a third rail for the accommodation of the host of 3 ft. branches that would forthwith seek a union with them.

At a meeting of the Middlesex Central Railroad Company in Boston, on the 20th inst., the following gentlemen were elected directors: C. W. Bellows, Andrew Robbins, Gardner Prouty, George Keyes, Thomas Stiles, and Henry Wood. At a subsequent meeting of the directors, C. W. Bellows of Pepperell was elected President, and George Keyes of Concord, Treasurer. The directors were authorized to contract with the Boston and Lowell Railroad for the construction of a portion of the road between Lexington and Concord; also to contract with N. C. Munson for building for a portion of the road in the same section.

The city council of Dover, N. H., has voted unanimously to subscribe for bonds of the Portsmouth and Dover Railroad to the amount of \$225,000. The Mayor is to make the subscription as soon as the City Solicitor certifies the lease to the Eastern Railroad to be correctly drawn.

## Commerce of New York.

The foreign imports at New York for the month of June, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	\$14,778,135	\$9,769,316
Do. for warehousing....	13,382,176	17,918,688
Free goods.....	2,086,100	2,926,874
Specie and bullion.....	1,352,006	43,724

Total entered at port...	\$31,598,417	\$30,653,552
Withdrawn fr. wareh'use	8,711,237	7,584,971

The foreign imports at New York for the six months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	\$103,644,062	\$108,754,644
Do. for warehousing....	77,625,103	106,288,001
Free goods.....	15,822,807	16,960,413
Specie and bullion.....	4,742,052	777,578

Total entered at port...	\$201,834,024	\$232,780,636
Withdrawn fr. wareh'ose.	63,198,326	64,053,290

The foreign imports at New York for the fiscal year ending June 30, were:

	1871.	1872.
Entered for consumpt'n.	\$194,498,898	\$212,397,830
Do. for warehousing....	131,133,036	171,011,048
Free goods.....	23,097,561	30,015,900
Specie and bullion.....	4,443,737	2,384,134

Total entered at port...	\$358,173,232	\$415,808,912
Withdrawn fr. wareh'ose	114,423,936	126,516,331

The following is a description of imports for the fiscal year ending June 30:

	1871.	1872.
Dry goods.....	\$126,123,210	\$139,903,902
Gen. merchandise.....	222,606,285	273,520,876
Specie and bullion.....	9,443,737	2,384,134

Total imports.....	\$358,173,232	\$415,808,912
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The revenue from customs at New York for the fiscal year ending June 30, were:

	1871.	1872.
In June.....	\$10,092,909 95	\$6,943,232 70
Add 5 months.....	63,599,197 98	66,879,477 06

Six months.....	\$73,692,107 93	\$73,822,709 76
Fiscal year.....	141,421,292 68	147,900,891 51

The exports from New York to foreign ports in the month of June, were:

	1871.	1872.
Domestic produce.....	\$17,432,767	\$19,048,152
Foreign free goods.....	71,712	97,264
Do. dutiable.....	890,659	946,144
Specie and bullion.....	8,604,738	12,538,202

Total exports.....	\$26,999,876	\$32,629,762
Do. exclusive of specie.	18,395,138	20,091,560

The exports from New York to foreign ports for six months from January 1, were:

	1871.	1872.
Domestic produce.....	\$110,265,583	\$100,442,308
Foreign free goods.....	533,100	679,087
Do. dutiable.....	4,263,264	5,337,088
Specie and bullion.....	41,554,622	37,114,899

Total exports.....	\$156,616,569	\$143,573,382
Do. exclusive of specie..	115,061,947	106,458,483

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1871.	1872.
Domestic produce.....	\$213,306,021	\$215,729,972
Foreign free goods.....	611,328	1,279,250
Do. dutiable.....	8,799,617	9,053,551
Specie and bullion.....	82,905,497	59,425,823

Total exports.....	\$305,622,363	\$285,488,596
Do. exclusive of specie.	222,716,866	226,062,773

Mr. James B. Hodgkin has been elected Treasurer of the Erie Railway Company.

## Narrow Gauge Railways.

The Kansas City *Times* gives the appended tabular statements, showing the relative cost of broad and narrow-gauge railways:

FOR FOUR FEET EIGHT (OR TEN) INCH GAUGE—RAIL FIFTY-FIVE POUNDS TO THE YARD.

Right of way, grading, etc., average per mile.....	\$8,500
Bridging and masonry.....	3,500
87 tons, rail, at \$70 per ton.....	6,090
400 rail splices, \$1 each.....	400
5500 lbs. spikes at 5c.....	275
2640 cross-ties at 30c.....	792
Laying track.....	500

Total cost for one mile.....\$20,057

FOR THREE FEET GAUGE—RAIL TWENTY-FIVE POUNDS TO THE YARD.

Right of way, grading, etc., average per mile.....	\$4,500
Bridging and masonry.....	1,200
40 tons rail, at \$65 per ton.....	3,000
330 rail splices at 50c.....	165
3,520 lbs. spikes at 6c.....	211
3,520 cross-ties at 20c.....	704
Laying track.....	300

Total cost for one mile.....\$10,080

Balance in favor of narrow gauge.....\$9,970

Thus, then, assuming, for example, the construction of a line of road one hundred miles in length, we have:

Cost of narrow-gauge 100 miles.....	\$1,608,000
Cost of broad-gauge 100 miles.....	2,005,000

Difference in favor narrow-gauge.....\$997,700

Ten per cent. interest on the \$997,700 saved in construction of narrow-gauge 99,770

The narrow-gauge will do as much business as the broad, for either would do all the business of the country through which it runs.

From tables which are too voluminous to reproduce here, it is shown that the average cost of operating broad-gauge railroads, under the most favorable circumstances, is always upwards of sixty per cent. of the gross earnings, while the narrow-gauge as far as it has been tested, has shown an average cost of operating not exceeding forty-two per cent. of the gross earnings.

Estimating the yearly earnings of each road at six thousand dollars per mile, we have:

Annual cost of operating the broad gauge line 100 miles long.....	\$360,000
Annual cost of narrow-gauge, same length 252,000	

Difference in favor of narrow-gauge.....\$108,000

This gives us, at the end of the year's operation of the road, the following gratifying balance in favor of the narrow-gauge:

Balance in favor of narrow-gauge in construction.....	\$997,700
Interest on same at ten per cent. per annum.....	99,770
Balance in favor of narrow-gauge in cost of operating.....	108,000

Total.....\$1,205,470

There are many points, however, to be considered in favor of the broad-gauge system, but they apply solely to great trunk lines, and particularly to the passenger-carrying part of the traffic. It may be impossible to obtain the comfort, roominess and elegance in narrow-gauge passenger coaches attainable in those of the broad-gauge. Stock cars of the broad-gauge are undoubtedly superior to those of the narrow-gauge where cattle have to be carried long distances in them. As for box cars for carrying the generality of freight, there can be but little difference, except in capacity, between the cars of the respective gauges. But our argument in favor of narrow-gauges must be taken as referring to the construction and operation of feeders to trunk lines, such as the

road between Memphis and Kansas City. We believe that the superior cheapness of construction and advantages of operation which pertain to the narrow-gauge system, will far more than compensate for the inconvenience and cost of breaking bulk of freights at the points of trans-shipment from the narrow-gauge feeders to the broad gauge trunk lines.

## Erie Railway.

To the President and Directors of the Erie Railway Company:

GENTLEMEN: In compliance with a resolution of the Executive Committee, passed April 24th, 1872, I procured the services of a competent and practical engineer to make the necessary surveys and estimate of the cost of "providing 'third rails' over the whole line of the road, completion of double track, the reduction of excessive grades where practicable, the substitution of iron bridges for wood, the completion of the necessary depots, increased machine shops, erection of grain elevators, and such narrow-gauge rolling stock as will be necessary for the economical transaction of the business of this road," and submit the following as the result:

The cost and expense of laying a

"third rail," on double track and sidings between Jersey City and Buffalo will be, if of steel rails.....	\$5,551,800
Cost of above, if of iron rails.....	4,890,150

The cost and expense of laying "third rail," on double track and sidings between Hornellsville and Salamanca will be, if of steel rails.....

1,161,000	
Cost of above, if of iron rails.....	1,025,700

Cost and expense of laying "third rail," on single track and sidings between Salamanca and Dunkirk will be, if of steel rails.....

332,150	
Cost of above, if of iron rails.....	294,200

The cost of completing double track on Delaware Division, including grading and masonry, superstructure, laying and ballasting, and iron bridges, with steel rails will be.....

2,297,225	
Cost of above, if of iron rails.....	2,201,015

The cost of completing double track on Susquehanna Division, as above, if of steel rails.....

654,025	
If of iron rails.....	602,050

The cost of completing double track on Western Division, Hornellsville to Salamanca, steel rails.....

1,837,914	
Iron rails.....	1,702,614

The cost of completing double track on Buffalo Division, Hornellsville to Buffalo, if of steel rails.....

1,998,540	
Iron rails.....	1,824,300

Steel rails.....\$13,832,654

Iron rails.....\$12,540,029

Additional buildings required.....\$1,149,000

Additional equipment, engines and cars.....5,700,000

Steel rails.....\$20,681,654

Iron rails.....\$19,389,029

It will be seen from the foregoing report, that to complete the double track on the Delaware Division, without the third rail, will cost, if of steel \$2,297,225, if of iron \$2,201,015.

This I regard indispensable to any increase of the business of the road. The delays incident to throwing so large a business upon a single track renders anything like regular time impossible. The freight trains are obliged constantly to take the sidings for the fast trains to make their time. No time should be lost in completing the double track.

To complete the double track on the Susquehanna Division, without third rail, will cost, if of steel rails, \$654,025, if of iron rails, \$602,050, making the cost to complete the double track from New York to Hornellsville, if of steel rails, \$2,951,



250, if of iron \$2,803,065. As the cost of completing this double track to Hornellsville is so small, after the completion of the Delaware Division, I recommend this as very desirable. This done, and with two routes to Buffalo from Corning, and with the Salamanca and Buffalo business divided at Hornellsville, the road could be very well worked without double tracking the rest of the road.

Though I regard the double tracking from Hornellsville to Buffalo and from Hornellsville to Salamanca as important, I do not regard it as indispensable.

To lay third rail from Jersey City to Buffalo—on double track to Hornellsville—and track as now laid from Hornellsville, including completion of double track to Delaware and Susquehanna Divisions, will cost, if of steel, \$7,965,865, if of iron, \$7,232,865. Add to this, third rail on track as now from Hornellsville to Salamanca will make, if of steel, \$8,653,315, if of iron, \$7,852,665. Unless the Atlantic and Great Western narrow their gauge the third rail to Salamanca is not recommended.

The double track to Hornellsville, and the third rail to Buffalo, as soon as practicable, is of unquestionable importance. As it will take about one year to do this work no time should be lost in its prosecution.

The other items of cost in the report of Mr. Brown can be postponed or modified to meet the finances of the company.

The details of the estimate will be found in the annexed report of R. N. Brown, Esq., to which I beg leave to refer.

Respectfully submitted,

A. S. DIVEN, Vice-Pres't.

#### The Coming New Era in Railroads.

From all appearances ten years will not elapse before the Pacific Railroad will be multiform. East of the Rocky Mountains we can already count two through railroads completed and in use, the Union Pacific and the Kansas Pacific, and a third, the Northern Pacific, about half built, while a swarm of others are pushing westward vigorously, among them the Atchison and Pike's Peak, from Atchison to Colorado, the Leavenworth and Denver Narrow Gauge, the Texas, or Southern Pacific, the Atlantic and Pacific, and several more bound from the Missouri border to New Mexico. It is idle to go into details, as these projects increase in number constantly, and the prospect is quite fair for at least a score of main lines of railway westward to the Rocky Mountains.

If we look at a good railway map of the United States we shall find that the number of east and west lines this side of the Mississippi is so complicated as to be difficult to estimate. West of the great river they are increasing in the same way. Iowa has at least four, Missouri has three, and so it is all through that country. Before the proposed Canadian Pacific Railway can get half way through to British Columbia the United States will have a main line of railway from ocean to ocean, threading every defile of the Rocky Mountains.

It is already apparent that the competition for this through business is destined to become as formidable as that for the through trade and travel between the Northwest and the seaboard. If all these lines make their terminus at San Francisco that city will become one of the greatest commercial centres in the world. But it is already clear that some of the most powerful lines will not do so. The Northern Pacific certainly will not. The terminus of this line is Puget Sound, and the ocean transit from thence to Asia is less than from San Francisco.

From Puget Sound to the mouth of the Amoor river is about four thousand five hundred miles; to Hakodadi, Japan, direct, four thousand eight hundred miles, and to Shanghai, China, five thousand seven hundred and sixteen miles. From Hong Kong to San Francisco is six thousand two hundred miles. The distances to Japan are about the same by both routes. But to all the northern

parts of Asia the Puget Sound route is much the shortest. It is known to be the determination of the Northern Pacific Railway Company to create a great commercial port on Puget Sound, and to strike out boldly in a competition for the Pacific trade.

In like manner it seems to be altogether unlikely that the Southern Pacific Railway will depend upon San Francisco much, as the trade of that city will be monopolized by several more direct routes. The obvious policy of the Southern Pacific Company is to establish a terminus at San Diego, and there, in a region never troubled with ice, build up a formidable mart of commerce. In fact, the success of the pioneer line of Pacific Railway has developed the truly American talent for such vast enterprises, and our countrymen will never rest until they shall have covered the whole Western wilderness with a complete network of rails like that which now covers the region north of the Ohio river. How much capital will have to be invested in these prodigious undertakings is difficult even to conjecture; but what appears to be clear is that the field now opened before us in this matter of railway construction is equal in magnitude to that revealed to our astonished vision by the gold discoveries.

These enormous social movements create so much employment for both capital and labor as to produce corresponding speculative activity and the enhancement of prices and values. The railway movement has already absorbed so much money in America that many able thinkers have longed for a rest in order that more capital might be embarked in other forms of business. But there seems to be no possibility of arresting the progress of the movement now that it has entered upon a new field, eclipsing all its former achievements in magnitude and grandeur. The problem now before us is to construct a main through line of railway from ocean to ocean, from every leading point on the Atlantic seaboard, and touching all the important districts of the interior. Not only this but every leading city on the lakes and the Western rivers must be accommodated perfectly before the work of construction can halt.—*Philadelphia North American.*

The Cumberland News says that the Cumberland and Pennsylvania Railroad, connecting with the Bedford and Bridgeport Railroad, will soon be completed. The distance from Cumberland to Bridgeport is twelve miles, and from Bridgeport to Bedford twenty miles, making thirty-two miles from Cumberland to Bedford. The twenty is now in use. The part to be built by the Cumberland and Pennsylvania Railroad (running to the State line, some six miles from Cumberland), is nearly finished, which leaves about six miles to be completed between the State line and Bridgeport. The road will run parallel with the Pittsburgh and Connellsville Railroad; the grade will be easy, and when a good force is put to work the labor can be speedily done.

The Kent County, Md., Railroad is now completed from Chestertown to Fairlee, with the exception of the ballasting on a part of it, and regular trains will be run about the 1st of August. A large force is now employed in making the branch road from Chestertown to the wharf, and it will be completed and trains running upon it by the 25th of the present month.

The work on the Williamstown, N. J., railroad is advancing quite rapidly towards completion. It connects with the Camden and Atlantic railroad at Atco station, and also with the West Jersey railroad at Glassboro. It will be in running order during the coming fall.

## TWENTY PER CENT. INVESTMENT.

THE AMERICAN BRIDGE COMPANY,  
OF CHICAGO, ILL.

L. B. BOOMER, of Chicago, President.

(ORGANIZED AUGUST 1, 1870.)

Authorized Capital Stock, - - - \$1,000,000.

The whole amount of the authorized Capital Stock of this Company not having been issued, the balance thereof will be issued to subscribers at par, payments for same to be made in four instalments of 25 per cent. each, viz:

25 per cent.	- - July	15, 1872.
25 "	- - August	1, 1872.
25 "	- - September	1, 1872.
25 "	- - October	1, 1872.

The Subscription Books now open at the office of the undersigned will be closed as soon as the new stock is fully subscribed.

The total amount of stock issued at this time is \$414,700, and on this basis the Company shows a present surplus of \$136,280 97, and is now doing a flourishing business. One thousand men are constantly employed in their extensive works, and they now have on hand \$1,250,000 of work for various Railroads in the United States, among which may be mentioned the

CHICAGO, R. I. & PACIFIC,  
CHICAGO & N. WESTERN,  
MICH. CENTRAL,  
MISSOURI PACIFIC,  
ATLANTIC & PACIFIC, &c.

and the Company is now offered work to the amount of over \$6,000,000, including some of the largest bridges ever built in this country, to accept of which and further business necessitates a larger working capital, as immense amounts of material have to be kept constantly on hand, and the Company are frequently obliged to receive in part payment for their work Railroad and other Bonds, which are perfectly good securities, but not always immediately marketable.

The career of the AMERICAN BRIDGE COMPANY, though brief, has already fully demonstrated the profitability of the enterprise. The Company has constructed, since its organization and up to the 31st of December, 1871, a total of 38,137 feet of bridges, 18 turning tables, and 16 iron roofs, and pneumatic and screw pile substructures, costing \$3,400,000, and have facilities for the construction of pneumatic piles unsurpassed by any company in the country, and a capacity for the construction of at least 150 feet of Bridges for every working day in the year.

The Iron Railroad and Highway Bridge at Leavenworth, of three spans of 340 feet each, and the Union Pacific Bridge across the Missouri River, of eleven spans of 250 feet each, were constructed by this Company.

The net profit arising from this business, as shown by the books of the Company, up to the 31st March, 1872, was the sum of \$373,452 14, or at the rate of \$244,089 28 per annum, being over 50 per cent. upon the capital stock then outstanding. With the proposed new structures, machinery, &c., the Company will have much greater capacity, and the proceeds of the increased issue of stock will enable them to buy material for cash, thereby making a saving of from \$50,000 to \$75,000 per year.

The Company can undoubtedly, on above basis, make dividends of from 20 to 25 per cent. per annum on the full amount of capital, \$1,000,000, with a fair prospect of a considerable increase.

The undersigned are prepared to give to those inquiring the fullest details and entire satisfaction regarding the reliability of the Company's statements, and the unquestioned integrity and ability of its officers.

We confidently commend to capitalists the above as an investment worthy their attention.

MARVIN BROS.

BANKERS,

No. 49 Exchange Place, N. Y.

SOLE FINANCIAL AGENTS IN THE EAST.

## RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,444	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	646,487	863,050	951,200	1,221,625	1,222,140	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	400,251	401,253	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	380,223	325,030	271,247	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	316,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,663
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,949,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	475,227	455,607	377,687	5,278,910
1872.....	372,316	329,170	378,021	381,944	440,457	435,192	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,384	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865.....	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	547,842	7,976,490
1866.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,209,430
1867.....	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,855,467
1870.....	706,025	753,782	868,359	929,677	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871.....	655,423	602,482	774,994	757,641	1,094,101	952,899	851,846	1,099,337	1,251,574	1,047,318	1,008,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	200,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,753	320,025	293,615	271,555	242,621	3,095,956
1870.....	203,069	226,897	244,182	246,048	290,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,301	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	490,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	825,901			



**American Bridge Company.**

Bridges are an indispensable element of inter-communication. Their complete history would as significantly as anything else, mark the progress of the world in its industrial or other development. They are not in all respects, as essential as common roads, but they are only of secondary importance. When the first bridge was constructed it would be impossible to know; yet while we do know for a certainty, that they were sparingly used in the early history of the world, it is by no means certain that they were not, in a rude form, at least, known to the earliest ages. The Ninevean, Babylonian and Egyptian empires are now thought to be the earliest in time, certainly they are the earliest that we have any permanent records of. As early certainly as this, roads and bridges, such as would answer the limited purposes for which they would be required, must have been established.

A thorough investigation of this subject would be curious as well as interesting, but we have no space for so agreeable an adventure now. It is manifest, however, that as soon as the world became at all densely populated in any part of it, migration and dispersion would become a necessity; and as in these migrations, voluntary or forced, and sometimes they were of the latter character, deep and rapid streams would require to be passed, some temporary structure was a necessity. As nations became permanent and population numerous, these temporary structures would be changed to permanent ones. This is the history of all new countries. The ancient world was not wanting in massive structures of this kind, but they were not common. It is in later ages that we must look for their considerable outgrowth. The world is much indebted to military enterprise for a considerable development of the system. Their importance and that of efficient military roads was appreciated in the early periods of the Greek and Roman Empires, and at that time considerable attention was bestowed upon them. The military enterprises of all ages since, until within the last two or three hundred years, have been the inspiration to the construction of roads and bridges.

The introduction of commerce, which in anything like its present phrases or characteristics is the work of the last two hundred years. The gradual extension of trade and commerce laid the foundation for conveniences of this character, and since they have multiplied apace in all civilized countries. The introduction of the modern railway inaugurated a new era in the system. Railroads cannot ford streams, nor run around them. They must go across them. Bridges are, therefore, a special necessity for them. As, therefore, railroads have multiplied, bridges have multiplied likewise, and so far as large portions of the United States are concerned, the country has become a complete net-work of roads and bridges.

So vast has the business become, so necessary is it that the work should be done rapidly and well, it is not at all surprising that the construction of bridges has become a special branch of business. The ingenuity of inventors and others has been taxed to the utmost to invent new methods and improvements, and so complete and thorough have been these investigations and developments, that there is now probably little left to be dis-

covered. The general principles are deemed well settled, and details are elaborated to a degree rendering further expectations in that direction apparently groundless. Until quite recently, the building of bridges has been accomplished generally by individual or municipal effort—but the time has fully come when not only has their construction been reduced to an exact science, they are and must continue to be constructed with certainty and rapidity. The business has become too large for individual efforts alone, and corporate enterprises must supply their rapid multiplication.

Not many companies of this character are yet in existence, yet there are some. Conspicuously among them is the AMERICAN BRIDGE COMPANY of Chicago. The business of this company has developed into magnificent proportions, and the establishment is unique and comprehensive, surpassing anything else of like character, we imagine, in the world. The company is formed under the General Manufacturing Laws of Illinois, with Mr. L. B. Boomer as president, and the usual number of other officers. The company springs out of the enterprise and business of Mr. Boomer, who, with Mr. A. B. Stone, commenced the special business of bridge building at Chicago in 1850. In 1857, Mr. Stone retired, Mr. Boomer continuing very successful till 1870, when the vast increase of business, and the necessity for greatly enlarged facilities led to the formation of the present company.

The capital of the company was fixed at \$500,000, and remained such till the 25th of May of the present year, when in consequence of the pressure of the demand upon them they resolved to increase their capital stock to \$1,000,000, which is now being done. The company is in very able hands, has proved a most extraordinary success in a business point of view, and it is reasonable to suppose that the required amount of capital will be readily obtained.

The company have published a very interesting pamphlet, giving a full and detailed history of the enterprise and its extraordinary success. It invites and will amply repay examination. Messrs MARVIN BROS., the well-known bankers, of Exchange Place, are the financial agents in this market, of the company, and will furnish the pamphlet and other needed information to all parties interested.

Our Chicago friends came to our market for an increase of their stock for special as well as general reasons. The fire has crippled their resources, and they need and will receive the help the wealthy east can afford them. We have not space to go into details about their business, and for the reason already suggested it is unnecessary. It is enough to say that the buildings and their grounds cover and occupy thirty acres in the suburbs of Chicago, admirably located in the southwestern part of the city, in connection with the great railway lines.

Their buildings, machinery and conveniences are as complete as they well could be, but more are demanded by the increase of business. Fortunately for them and the whole West, they were entirely beyond the reach of the late fire and are therefore unaffected by it.

The entire cash investments of the company up to this time reaches the large aggregate of \$724,-

406 42 mostly in buildings, machinery and materials. Thus far the company have constructed 38,137 feet of bridges, eighteen turning tables and sixteen iron roofs and pneumatic and screw-pile structures costing \$3,400,000. The profits of the company are large, and will not fail to secure attention.

We repeat this is an enterprise of vast importance. It is permanent in character; new bridges are constantly wanted, and old ones need to be repaired or renewed. The business is one that does not well admit of private competition. The field occupied by this company is the best on this continent. The gentlemen in charge are thoroughly experienced and capable. They are endorsed by the best railway talent in this country. The stock cannot therefore fail to be both safe and remunerative.

Messrs. MARVIN BROS., No. 49 Exchange Place, are the New York agents. Their names alone are an ample guarantee of good faith. Call and see them, get the pamphlet of the company and be convinced as we are.

**Kansas City and Fort Smith R. R.**

We learn that arrangements were made with Mr. Condict, as representative of certain moneyed parties at New York, whereby the building of the above road at an early day has been definitely secured. We hope this may be true. An election was held at the same time for officers, with the following result: President, J. N. Sarber; secretary, John Carnall; treasurer, C. B. Neal. We also learn that as soon as arrangements can be entered into with other roads, as to connections north, south and west, our western counties will be asked for aid, to be given only when the road is an accomplished fact.—*Fort Smith New Era.*

**New York Housatonic and Northern R. R.**

GEORGE W. MEAD, Esq., president of the New York, Housatonic and Northern Railroad Company from its organization, has found himself constrained by the demands of his private business and the desire for relaxation from so great an amount of labor, to press the acceptance of his resignation upon the board of this company. He is succeeded by LEWIS D. RUCKER, Esq., who is well known to the community as the late experienced and efficient superintendent of the Erie Railway.

The Commissioner's Court, of St. Mary's Co., Md., have pledged that county to subscribe the whole State donation of \$163,000 to the stock of the Washington City and Point Lookout Railroad, in preference to the old Southern Maryland Railroad. In a card to the public, Col. Suit states that his company is now determined to build the road direct from Washington city to Point Lookout, and cautions it against any adverse reports.

The Branch to Chester river of the Kent County railroad is being pushed forward with energy, and will be completed some time next week. The track for about one-fourth of the distance is already laid, and but little grading on the unfinished portion remains to be done.

The track of the Sugar River road is now laid beyond the east line of Claremont, and the last bridge is nearly completed.

The Metropolitan Branch of the Baltimore and Ohio Railroad has been completed to Rockville, in Montgomery Co., Md.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	\$3,067,800	J. & J.	July '72 34	Little Miami. .... 50	\$5,871,450	J. A. J. O.	July '72 2	Warren (N. J.) ..... 100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley ..... 50	2,266,350	— & —	—	Little Schuylkill. .... 50	2,648,100	J. & J.	July '72 34	Warwick Valley ..... 100	225,000	A. & O.	Apr. '72 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4	Long Island. .... 50	3,000,000	M. & S.	Sept. '71 3	West Jersey. .... 100	1,204,000	F. & A.	Feb. '72 4
Atlantic and Gulf ..... 100	3,691,200	— & —	—	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Winchester & Potomac. 100	180,000	J. & J.	July '72 3
" pref. 100	821,664	J. & J.	July '71 34	" pref. 100	848,700	J. & J.	Jan. '72 4	Winchester & Strasburg. 100	500,000	J. & J.	July '72 34
Atlantic and St. Law. .... 100	2,494,900	M. & S.	Sept. '71 2	Louisville & Nashville. 100	8,680,912	F. & A.	Feb. '72 4	Worcester and Nashua. 75	1,400,555	J. & J.	July '72 35
" new 1870. 100	1,500,000	— & —	—	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3				
Avon, Genesee & Mt. M. .... 100	194,250	A. & O.	Apr. '72 14	Lowell and Lawrence. .... 100	200,000	A. & O.	Apr. '71 3				
Baltimore and Ohio. .... 100	13,151,922	M. & N	May '72 5	Lykens Valley. .... 20	600,000	F. M. A. N.	May '72 24				
Washington Br. .... 100	1,650,000	A. & O.	Apr. '72 5	Macon and Western. .... 100	2,500,000	J. & D.	Dec. '71 5				
Parkersburg Br. pref. .... 50	5,680,685	— & —	—	Maine Central. .... 100	3,400,500	— & —	—				
Berkshire. .... 100	600,000	J. A. J. O.	July '72 14	Manchester and Law. .... 100	1,000,000	M. & N.	May '72 5				
Blossburg & Corning. .... 50	250,000	J. & D.	June '72 24	Marietta & Cincinnati. 50	1,372,891	— & —	—				
Boston and Albany. .... 100	19,661,100	M. & N.	May '72 5	" 1st pref. 50	8,130,719	M. & S.	Sept. '66 35				
Bos., Cin. & Fitchb. pref. 100	633,200	— & —	—	" 2d pref. 50	4,460,368	M. & S.	Sept. '66 35				
Agricultural Br. guar. .... 100	60,000	J. & J.	July '71 3	Massachusetts. .... 100	400,000	F. & A.	Aug. '72 3				
Bost., Con. & Mont. pref. 100	800,000	M. & N.	May '72 3	Memphis & Charleston. 25	5,312,725	J. & J.	Jan. '69 3				
Boston and Lowell. .... 500	2,215,000	J. & J.	July '72 4	Michigan Central. .... 100	14,665,848	J. & J.	July '72 5				
Boston and Maine. .... 100	5,000,000	M. & N.	May '72 5	Mill Creek & Minehill. 50	823,375	J. & J.	July '72 5				
Boston and Providence. .... 100	3,950,000	M. & N.	May '72 5	Milwaukee and St. Paul. 100	11,822,878	J. & J.	Dec. '70 75				
Buffalo, N. Y. and Erie. .... 100	960,000	J. & D.	June '72 34	" pref. 100	10,825,103	January.	Feb. '72 7				
Burlington and Mo. Riv. .... 100	1,380,000	J. & J.	July '72 4	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	July '72 34				
" pref. 100	1,683,400	J. & J.	July '72 4	Morris and Essex. .... 50	11,900,950	J. & D.	June '72 34				
Camden and Amboy. .... 100	5,847,800	J. A. J. O.	July '72 24	Nashua and Lowell. .... 100	800,000	M. & N.	May '72 5				
Camden and Atlantic. .... 100	377,100	— & —	—	Naugatuck. .... 100	1,864,400	F. & A.	Feb. '71 5				
" pref. 50	752,700	— & —	—	Nesquehoning Valley. .... 50	1,000,000	M. & S.	Mar. '72 5				
Cape Cod. .... 50	915,577	J. & J.	Jan. '72 24	Newark and N. York. .... 100	977,400	J. & J.	Jan. '72 34				
Cape May and Millville. .... 50	447,000	J. & D.	June '72 3	N. Bedford & Taunton. .... 100	500,000	M. & N.	May '72 1				
Catawauqua & Fogelsv. .... 50	426,900	Novemb.	Nov. '71 6	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Aug. '69 12				
Catawissa. .... 50	1,196,600	— & —	—	N. Haven & Northamp. .... 100	605,000	J. A. J. O.	Apr. '72 24				
" pref. 50	2,200,000	M. & N.	May '72 34	New Jersey. .... 100	7,295,200	J. A. J. O.	July '72 24				
Cayuga and Susq. .... 50	689,110	J. & J.	July '71 44	New London Northern. .... 100	1,003,500	J. & J.	Jan. '72 4				
Cedar Rapids & Mo. R. .... 100	6,860,400	M. & N.	May '72 1	N. Y. Cen. & Hudson R. .... 100	45,000,000	A. & O.	Apr. '72 4				
" pref. 100	769,600	M. & N.	May '72 34	" Certif. .... 100	44,428,350	A. & O.	Apr. '72 4				
Central of Georgia. .... 100	4,866,840	J. & D.	June '72 5	New York and Harlem. .... 100	8,500,000	J. & J.	July '72 4				
Central of New Jersey. .... 100	15,000,000	J. A. J. O.	July '72 24	" pref. 100	1,500,000	J. & J.	July '72 4				
Central Ohio. .... 50	2,425,000	J. & D.	June '72 3	N. York & New Haven. .... 100	9,000,000	J. & J.	July '72 5				
" pref. 50	400,000	J. & D.	June '72 3	N. Y. Provid. & Boston. .... 100	2,000,000	J. A. O. J.	July '72 24				
Chemung. .... 100	880,000	J. A. J. O.	Apr. '72 14	Nig. Bridge & Canand. .... 100	1,000,000	J. & J.	July '72 3				
Cheshire, preferred. .... 100	2,100,000	J. & J.	July '72 2	North Carolina. .... 100	4,000,000	irregular.	July '72 3				
Chicago and Alton. .... 100	8,925,500	M. & S.	Mar. '72 5	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4				
" pref. 100	2,425,400	M. & S.	Mar. '72 5	North Pennsylvania. .... 50	3,150,150	January.	Jan. '72 5				
Chicago, Burl. & Quincy. .... 100	20,000,000	M. & S.	Mar. '72 5	Northern Central. .... 50	5,000,000	M. & N.	May '72 3				
Chicago, Iowa & Nebraska. 100	3,916,300	J. & J.	July '72 4	Northern N. Hampsh. .... 100	8,068,400	J. & D.	June '72 4				
Chicago & N. Western. .... 100	14,720,959	J. & D.	June '71 4	Northern New Jersey. .... 100	1,000,000	J. & J.	Jan. '72 4				
" pref. 100	20,415,013	J. & D.	June '72 34	Norwich & Worcester. .... 100	2,264,400	J. & J.	July '72 34				
Chicago, R. I. & Pacific. .... 100	19,000,000	A. & O.	Apr. '72 4	Ogden & L. Champ. .... 100	3,051,800	J. & J.	July '72 34				
Cin. Ham. & Dayton. .... 100	3,600,000	A. & O.	Apr. '72 4	" pref. 100	2,000,000	A. & O.	Apr. '72 4				
Cin. Hand. and Clev. .... 50	2,967,800	— & —	—	Ohio and Mississippi. .... 100	19,995,847	— & —	—				
" pref. 50	428,546	M. & N.	May '72 3	" pref. 100	4,024,474	J. & D.	June '72 34				
Clev. Col. Cin. & Ind. .... 100	13,944,000	F. & A.	Aug. '72 34	Oil Cr. & Allegheny R. .... 50	4,259,450	J. A. J. O.	July '72 4				
Cleveland & Mahoning. .... 50	2,067,569	M. & N.	May '72 34	Old Colony & Newport. .... 100	4,969,020	J. & J.	July '72 34				
Cleveland & Pittsburg. .... 50	7,494,588	F. M. A. N.	May '72 24	Oswego and Syracuse. .... 100	482,400	F. & A.	Feb. '72 4				
Col. Chic. & Ind. Cen. .... 50	13,000,000	J. A. J. O.	Jan. '72 24	Pacific of Missouri. .... 100	3,635,750	— & —	—				
Columbus and Xenia. .... 50	1,786,800	M. J. S. D.	Mar. '72 2	Panama. .... 100	7,000,000	J. A. J. O.	July '72 24				
Colum. & Hocking Val. .... 100	848,994	— & —	—	Paterson and Hudson. .... 100	639,000	J. & J.	July '72 43				
Concord. .... 50	1,500,000	M. & N.	May '72 5	Paterson and Newari. .... 100	500,000	J. & J.	Jan. '72 2				
Concord and Ports. .... 100	350,000	J. & J.	July '72 34	Paterson and Ramap. .... 100	243,000	J. & J.	Jan. '71 3				
Conn. & Passaic Riv. .... 100	2,084,200	F. & A.	Aug. '72 3	Pember. & Hightstown. 50	243,150	J. & J.	May '72 5				
Connecticut River. .... 100	1,700,000	J. & J.	July '72 5	Pennsylvania. .... 100	39,500,000	M. & N.	Feb. '72 4				
Cooperstown and Susq. .... 100	307,383	— & —	—	Peoria & Bureau Val. .... 100	1,200,000	F. & A.	Feb. '72 4				
Cumberland Valley. .... 50	1,325,000	A. & O.	Oct. '71 4	Philadelphia and Erie. .... 50	6,004,300	J. & J.	Jan. '72 4				
Danbury and Newwals. .... 50	400,000	M. J. S. D.	Dec. '71 4	" pref. 50	2,400,000	J. & J.	Jan. '72 4				
Delaware. .... 50	1,230,941	J. & J.	Jan. '72 3	Phil. Ger. & Norristown. 50	1,626,250	M. J. S. D.	June '72 5				
Del., Lackaw. & Westn. .... 50	18,508,850	J. A. J. O.	July '72 24	Philadelphia & Reading. 50	30,401,600	J. & J.	July '72 5				
Detroit & Milwaukee. .... 50	452,350	— & —	—	Phila. and Trenton. .... 100	1,259,100	J. A. J. O.	July '72 24				
" pref. 50	2,095,000	J. & J.	Jan. '72 2	Phila. Wil. & Balt. .... 50	9,562,650	J. & J.	July '72 4				
Dubuque & Sioux City. .... 100	5,000,000	J. & J.	Jan. '72 2	Pittsb., Ft. W. & Chi. .... 100	19,714,285	J. A. J. O.	July '72 14				
East Pennsylvania. .... 50	1,309,200	J. & J.	Jan. '72 4	" Special Imp. .... 100	2,000,000	J. A. J. O.	July '72 14				
East Mahoning. .... 50	392,950	J. & J.	Jan. '72 3	Pittsfield & N. Adams. .... 100	616,700	J. & J.	Jan. '72 3				
Eastern (Mass.). .... 50	4,062,000	J. & J.	July '71 4	Portland and Kennebec. .... 100	202,400	A. & O.	Apr. '72 3				
Eastern (N. H.). .... 50	492,500	J. & J.	July '71 4	Yarmouth certificates. .... 100	1,500,000	J. & J.	July '72 5				
Elmira, Jef. & Canand. .... 100	500,000	F. & A.	Feb. '72 24	Portl., Saco & Portsm. .... 100	2,000,000	J. & J.	July '72 5				
Elmira & Williamsport. .... 50	500,000	M. & N.	May '72 24	Providence and Worcester. 100	1,500,000	J. & J.	July '71 6				
" pref. 50	500,000	J. & J.	July '72 34	Raleigh and Gaston. .... 100	1,500,000	J. & J.	July '71 6				
Erie Railway. .... 100	8,000,000	F. & A.	Feb. '66 4	Rensselaer & Saratoga. .... 100	6,000,000	J. & J.	July '72 34				
" pref. 100	8,538,910	J. & J.	July '72 34	Roch. & Genesee Val. .... 110	557,500	— & —	—				
Erie and Pittsburg. .... 50	1,090,250	M. J. S. D.	June '72 14	Rome, Watert. and Ogd. .... 100	2,997,800	J. & J.	July '72 4				
Fitchburg. .... 100	3,540,000	J. & J.	July '72 4	Rutland. .... 100	2,700,000	— & —	—				
Georgia. .... 100	4,166,000	J. & J.	July '72 4	" preferred. .... 100	100,000	F. & A.	Feb. '72 34				
Grand River Val. guar. .... 100	1,000,000	— & —	—	St. Croix and Penobscot. .... 100	2,300,000	J. & J.	July '71 2				
Grand Trunk, (Ca.) .... 100	14,387,948	— & —	—	St. L., Alt. & T. Haute. .... 100	2,040,000	— & —	—				
Great Western, (Ca.) .... 100	19,237,404	A. & O.	Apr. '72 3	" pref. 100	2,040,000	May.	May '68 7				
Hannibal & St. Joseph. .... 100	4,151,700	F. & A.	Aug. '70 34	Saratoga and Schenec. .... 100	300,000	A. & O.	Apr. '72 34				
" pref. 100	6,078,224	Annual	Aug. '70 7	Schuylkill Valley. .... 50	678,050	J. & J.	July '72 24				
Hanover Branch, (Ca.) .... 50	116,850	M. & N.	May '72 5	Seaboard and Roanoke. .... 100	1,151,400	M. & N.	Nov. '70 4				
Harlem Extension. .... 100	4,000,000	J. & J.	Jan. '72 3	Shamokin V. & Pottsv. .... 50	569,450	F. & A.	Aug. '71 3				
Harrisburg & Lancaster. .... 50	1,182,500	J. & J.	Jan. '72 3	Shore Line. .... 100	995,800	J. & J.	Jan. '72 5				
Hartford & New Haven. .... 100	3,300,000	J. A. J. O.	July '72 3	South Branch (N. J.) .... 100	438,500	J. & J.	Jan. '72 3				
" scrip. .... 100	1,500,000	J. A. J. O.	July '72 3	South Carolina. .... 100	5,818,275	F. & A.	Feb. '72 1				
Housatonic, pref. .... 100	1,180,000	J. & J.	July '72 4	South Western, (Ga.) .... 100	3,939,900	F. & A.	Feb. '72 4				
Huntingdon & Bd Top. .... 50	618,000	— & —	—	Staten Island. .... 100	660,000	J. & J.	July '67 4				
" pref. 50	218,350	J. & J.	July '68 34	Stockbridge and Pitts. .... 100	448,700	J. & J.	Jan. '72 34				
Illinois Central. .... 100	25,230,240	F. & A.	Aug. '72 5	Stony Brook. .... 100	297,500	M. & N.	May '72 3				
Indianapolis, Cin. & Laf. .... 50	7,685,497	M. & S.	Sept. '67 4	Summit Branch. .... 50	250,000	F. & A.	Feb. '72 3				
Iowa Falls & Sioux City. .... 100	4,225,000	— & —	—	Sussex (N. J.) .... 100	817,850	J. & J.	Jan. '72 24				
Joliet and Chicago. .... 100	1,500,000	J. & J.	Jan. '68 5	Syr., Bingham. & N. Y. .... 100	1,670,139	— &					



	Amounts outstanding.	Interest.				Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Interest.				Market Price.
		Rate.	Payable.	When Payable.	Rate.				Payable.	When Payable.			
<b>National Securities July 1, 1872.</b>													
Loan of June 14, 1868.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890			
Loan of February 8, 1861.....registered	13,955,000	5	Jan. & July.	1874	110	.. — Defense Loan Bonds.....	3,651,398	5	..	1883	103 1/2		
.. .. .. coupon	13,737,000	5	Jan. & July.	1880	115 1/2	.. — Southern Relief Bonds.....	100,000	5	..	1873			
.. .. .. coupon	4,678,000	5	Jan. & July.	1880	116	Massachusetts—State Scrip.....	324,000	5	Jan. & July.	74-75			
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109 1/2	.. .. ..	275,000	5	April & Oct.	73-74			
Loan of July 1, and Aug. 3, 1861.....registered	125,315,850	5	Jan. & July.	1881	115 1/2	.. .. ..	320,000	5	May & Nov.	72-73	98 1/2		
.. .. .. coupon	64,005,350	5	Jan. & July.	1881	115 1/2	.. .. ..	135,000	5	June & Dec.	72-77	107 1/2		
Loan of Feb. 25, 1862 (5-20s).....registered	33,990,500	5	May & Nov.	1882	115	.. — Union Fund Loan of 1861.....	3,000,000	5	Jan. & July.	71-76			
.. .. .. coupon	240,691,700	5	May & Nov.	1882	116 1/2	.. .. .. of 1863.....	600,000	5	..	77-78			
.. .. .. registered	55,424,550	5	Jan. & July.	1881	118	.. — Coast Defense Loan.....	885,000	5	..	1883			
.. .. .. coupon	21,575,150	5	Jan. & July.	1881	118	.. — Bounty Loan of 1863.....	200,000	5	..	1883	98 1/2		
.. .. .. registered	2,349,500	5	May & Nov.	1884	114 1/2	.. .. .. of 1864.....	4,379,540	5	May & Nov.	1894	100		
.. .. .. coupon	34,686,600	5	May & Nov.	1884	114 1/2	.. .. .. (stg.).....	4,000,744	5	..	1894			
.. .. .. coupon	38,159,550	5	May & Nov.	1884	114 1/2	.. — War Loan (cur. 5-20 yr.).....	3,505,000	5	Mar. & Sept.	1886	100		
.. .. .. coupon	39,416,450	5	May & Nov.	1885	113 1/2	.. — Western R. R. Loan, (stg.).....	781,816	5	April & Oct.	1871			
.. .. .. coupon	120,083,200	5	Jan. & July.	1885	116 1/2	.. — T. & G. R.R. & Hoosac T. stg.....	3,506,580	5	..	88-90	97 1/2		
.. .. .. coupon	62,453,250	5	Jan. & July.	1885	116 1/2	.. .. ..	965,500	5	..	01-98	97 1/2		
.. .. .. coupon	159,824,050	5	Jan. & July.	1887	114 1/2	.. — Southern Vermont R. R.....	200,000	5	..	1890			
.. .. .. coupon	92,265,600	5	Jan. & July.	1887	114 1/2	.. — Eastern R. R.....	400,000	5	Jan. & July.	1871			
.. .. .. coupon	228,080,750	5	Jan. & July.	1887	116 1/2	.. — Norwich & Worcester.....	400,000	5	..	1877			
.. .. .. coupon	13,313,000	5	Jan. & July.	1888	115 1/2	.. — Bos., Hartf. & Erie (stg.).....	3,569,024	5	..	1900			
.. .. .. coupon	25,945,450	5	Mar. & Sept.	1904	111 1/2	Michigan—Renewal Loan Bonds.....	160,000	5	..	1878			
.. .. .. coupon	139,491,300	5	Mar. & Sept.	1904	112 1/2	.. — Two Million Loan Bonds.....	1,621,000	5	..	73-83			
.. .. .. coupon	56,076,000	5	F. M. A. & N.	1881	115 1/2	.. — War and Bounty Loan Bonds.....	478,000	5	May & Nov.	1890			
.. .. .. coupon	75,627,200	5	F. M. A. & N.	1881	115 1/2	.. — Sault St. Marie Canal Bonds.....	86,000	5	Jan. & July.	1879	100		
.. .. .. coupon	14,000,000	5	F. M. A. & N.	1886	113 1/2	.. — State Building Loan Bonds.....	250,000	5	Jan. & July.	77-79			
.. .. .. coupon	678,000	5	F. M. A. & N.	1891	113 1/2	.. — Sioux War Loan Bonds.....	100,000	5	May & Nov.	1872			
.. .. .. coupon	64,623,512	5	F. M. A. & N.	1886	113 1/2	.. — State Bonds proper.....	2,275,000	5	..	1883			
.. .. .. coupon	398,444,131	5	F. M. A. & N.	1901	113 1/2	.. — Interest Bonds (for banks).....	438,000	5	Jan. & July.	41-71			
.. .. .. coupon	10,665,000	5	Dem.	1891	113 1/2	.. — Railroad Loans.....	2,272,000	5	..	1888			
.. .. .. coupon	14,000,000	5											

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B., C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	95½
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg f.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1883.....	1,000,000	7	Jan. & July.	New York.	1888	103	Burlington and Missouri River.						
2d Mortgage, 1885.....	2,000,000	7	April & Oct.	"	1885	98	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	B		



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes: 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
Chicago, Dubuque & Minnesota: 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	86½	Columbus, Springfield and Cin.: 1st Mortgage for \$1,000,000.....		7		New York.	18—	....
Chicago and Illinois Southern : 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia: 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska: 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	93	Concord and Claremont: 1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv.: 1st Mortgage skg fund, 1886.....	455,800	6	June & Dec.	Boston.	1876	95½
Chicago & Milwaukee (C. & N.W.): 1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	"	"	1876	99½
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	"	1898	96	Connecticut River: 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern: Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98	Connecticut Western: 1st Mortgage.....	81,500	7		Hartford.	1900	87½
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	"	1883	99	Connecting (Philadelphia): 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	100½	Contoocook River: 1st Mortgage.....	30,000	6		Boston.	18—	....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Cooperstown and Susq. Valley : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	Coun. Bluffs & St. J. (K. St. J. & C. B.): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	104½	Covington and Lex. (Ky. Cen.): 1st Mortgage March 1882.....	120,000	7	March & Sept.	New York.	1872	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	98	2d Mortgage March 1882.....	844,000	7	"	"	1883	....
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	1884	....	3d Mortgage June 1885.....	237,000	7	June & Dec.	"	1886	....
1st Mort. (Elgin and State Line).	135,000	7	"	"	1878	....	Cumberland Coal and Iron: 1st Mortgage of March 1886.....	803,500	6	March & Sept.	New York.	1891	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	2d Mortgage of May 1, 1888.....	770,000	6	May & Nov.	"	1888	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	"	1915	97	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	....	2d Mortgage.....	109,500	8	"	"	1908	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	....	Danbury and Norwalk: 1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	"	1898	96	1st Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	1888	....	Danv., Hazleton & Wilkesbarre : 1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	85½
1st Mort. (Mad. Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Davenport and St. Paul: 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Dayton and Michigan: 1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Chicago & Mich. Lake Shore: 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	85	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Chicago, Pekin & Southwestern: 1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
Chicago, Rock Island and Pacific: 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	102	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
Chi. & Southwestern (C. R. I. & Pac.): 1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	....	Dayton and Union: 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Chillicothe & Brunswick (N. Mo.): 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	82	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Cincinnati & Balt. (Mar. & Cin.): 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	Income Bonds.....	252,445	6	"	"	1879	....
Cincinnati, Hamilton and Dayton: 1st Mort. of 1883 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Dayton and Western: 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	433,000	6	"	"	1906	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	Decatur & E. St. Louis (T. W. & W.): 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cinc. and Indiana (C. Laf. & Chi.): 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Decatur, Sullivan and Mattoon : 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-76	....	Delaware: 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati and Indianapolis June: 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Delaware State Loan.....	170,000	6	"	"	1876	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	....
Cincinnati, Lafayette and Chi.:							Delaware, Lackawanna & Western: 1st Mort. (Lack. & Western) ..	564,000	7	Jan. & July.	New York.	1871	....
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	84	1st Mort. (Eastern Ext.) ..	1,111,000	7	April & Oct.	"	1875	101½
Cin. and Martinsville (C. & Laf.): 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	98
Cincinnati, Richmond & Chicago: 1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Denver Pacific: 1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
Cincinnati, Sandusky and Clev.:							Des Moines Valley: 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	83½	1st Mortgage Land grant.....	4,600,000	8	"	"	1898	....
1st Mort. (San. Day and Cin.) ..	985,000	6	Feb. & Aug.	Boston.	1900	79	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1877	91½	Detroit, Hillsdale and Indiana: 1st Mort. (16,000 p. m.) .... guar.	1,090,000	8	June & Dec.	New York.	1890	86½
Cincinnati and Zanesville: 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Detroit, Lansing & L. Michigan: 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
Clev., Col. and Cinc. (C. C. & A.): 1st Mortgage \$25,000 a year.....	323,000	7	June & Dec.	New York.	71-84	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1879	....
Clev., Col., Cin. & Indianapolis: 1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	101½	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"	1880	....
1st Mort. (C. C. and C. R. R.) ..	323,000	7	June & Dec.	"	71-84	....	Detroit and Milwaukee: 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mort. (Bell. and Ind. R. R.) ..	616,000	7	Jan. & July.	"	70-85	....	2d Mortgage.....	1,000,000	8	"	"	1875	....
Cleveland and Mahoning: 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	1st Mortgage Funded Coupons ..	628,525	7	Jan. & July.	"	1875	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	Bonds of June 30, 1893, (consol.) ..	1,916,639	6	"	NY & Detroit.	1886	....
Clev., Mt. Vernon and Delaware: 1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	Bonds of Sept. 6, 1865.....	300,000	6	March & Sept.	New York.	1886	....
Clev., Painesv. & Ash. (L. Shore): 1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....	Sterling (Oak. & Ottawa R. R.) ..	150,867	6*	May & Nov.	NY & London.	1873	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	99½	Dollar ("") ..	51,000	7	"	New York.	1873	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	97	Detroit, Mon. & Tol. (M. S. & N. I.): 1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	99½
Cleveland and Pittsburgh: 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	99½	Detroit and Pontiac (Det. & Mil.): 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	98	2d Mortgage.....	100,000	7	Jan. & July.	"	1878	....
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	85	Dixon, Peoria & Han. (C. B. & Q.): 1st Mortgage, traffic guarantee ..	800,000	8	Jan. & July.	New York.	1890	97
Consol. skg f'd Mort. \$5,000,000.	628,000	7	May & Nov.	"	1900	97½	Dubuque, Bellevue and Miss.:				New York.	1890	....
Cleveland & Toledo (L. S. & M. So.): 1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	103½	1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
2d Mortgage of 1886.....	864,000	7	April & Oct.	"	1886	....	Dubuque Southwestern: 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
1st Mort. (June R. R.) ..	115,000	7	June & Dec.	"	1872	....	1st Mortgage.....	450,000	7	April & Oct.	"	1883	....
Colebrookdale: 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80	Dunkirk, Warren and Pittsburg: 1st Mortgage tax free.....gold	1,000,000	7	June & Dec.	New York.	1900	....
Columbia and Augusta (C. C. & A.): 1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....							
Columbus, Chicago & Ind. Cent.:													

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	92½	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	100
1st Mortgage (construction).....	600,000	7	" "	" "	1894		2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	102
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908		1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885		1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	
2d Mortgage.....	35,000	8	" "	" "	1873		Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	100	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	92	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876		1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	91
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund....	3,500,000	7	Jan. & July.	New York.	1900	92½	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	89
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874		Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	91½
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872		Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	96½	Three years' notes.....	810,000	8	" "	" "	1873	
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888		Five years' notes.....	1,024,300	8	" "	" "	1875	
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	94½	Fifteen years' bonds.....	1,309,500	8	March & Sept.	" "	1885	93½
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	90	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	82½
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	1892	104½
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	55	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	100
2d Mortgage.....	180,000	6	April & Oct.	" "	1886		Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890		1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890	
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	59½	Harrisburg & Lancaster (Pa.R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "			1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	100½	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	102½	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1888	99½	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	96	1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" "	Hartford.	1876	
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	92	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	" "	1891		1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875		Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882		Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890		1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893		2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	
Bgor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898		Houston and Texas Central:						
1st m. R.R. & L'd (B to Win. 45 m)	2,000,000	6*	" "	" "	1899		1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)...	350,000	7	Jan. & July.	New York.	1889		1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (Ev. & Chi. R.R.)...	740,000	7	May & Nov.	" "	1889		2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	101
1st Mort (Rockville Extension)...	150,000	7	Feb. & Aug.	" "	1881		3d Mortgage.....	180,000	7	May & Nov.	" "	1875	101½
Consolidated Mortgage.....		7	Jan. & July.	" "	1889		Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	102
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897		2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	48½
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882		Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877		1st Mortgage Construction.....	232,000	6*	" "	" "	1875	
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	
1st Mortgage L.G., 1st mort.....	267,000	7	May & Nov.	New York.	1880		Redemption, sterling.....	2,500,000	6*	" "	London.	1890	
1st Mortgage L.G., 2d mort.....	319,000	7	Jan. & July.	" "	1887		Illinois & South. Iowa (T.W. & W.):						
1st Mortgage L.G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888		Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889		Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....	5,000,000	7*	April & Oct.	New York.	1909	
1st Mortgage.....	300,000	7	" "	New York.	1889		2d Mortgage.....	1,500,000	8	" "	" "	1890	
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889		1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	
Ft. W., Muncie & Cin. (F.W. & S.):							1st Mortgage (I. C. & L.) 179 m	2,770,000	7	Feb. & Aug.	" "	1897	
1st Mortgage guaranteed.....	1,800,000	7*	Jan. & July.	New York.	1889		1st Mortgage ( " ) 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.)...	500,000	7	" "	" "	1893	
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	105	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	98	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884		1st Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1888	
Georgia:							Indianapolis & Madison (J.M. & I.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86		1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889		1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	
1st Mortgage guar half yr....gold	4,000,000	7*	Jan. & July.	New York.	1899		Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year....gold	4,000,000	7*	April & Oct.	" "	1899		1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.			Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	" "			1st Mortgage of April 1, 1869...	2,960,000	7	April & Oct.	New York.	1899	79½
3d Preference Stock £753,510.	3,792,550	4*	" "	" "			Iowa Midland (C. & N. W.):						
4th Preference Stock £5,571,210.	27,855,905	4*	" "	" "			1st Mort. of Aug. 1, 1870 guar....	18,000pm	8	Feb. & Aug.	New York.	1900	
Equipment Bonds £610,490.	3,052,400	6*	April & Oct.	" "									



# AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

949

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858 .....	\$963,000	6	April & Oct.	Philadelphia.	1872	99
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	98 1/2
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	Feb. & Aug.	"	1900	106
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):	410,000	8	Jan. & July.	New York.	1882	109 1/2	1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage s&g fund guar.....	800,000	8	Jan. & July.	New York.	1874	....	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):	400,000	8	Jan. & July.	New York.	1874	....	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	250,000	7	June & Dec.	" "	1884	....	1st Mortgage ( " ).....	433,000	6	" "	"	1905	....
1st Mortgage (Newcastle Br.)...	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock and Fort Smith:						
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91 1/2	1st Mortgage for \$3,500,000 gold	.....	6*	Jan. & July.	Boston	1899	30 1/2
Junction and Breakwater:							Little Rock, Pine Bluff & N. O.:						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	.....	7*	" "	New York.	1889	....
Kalam. Alleg. & Gr. R. (L.S. & M.S.):	840,000	8	Jan. & July.	New York.	1888	92 1/2	Little Schuylkill (P. & Rdg.):						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	92 1/2	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalamazoo, & S. Haven (M. Cen.):	640,000	8	May & Nov.	New York.	1889	104 1/2	Logansport, Crawf. & S'wtn Ind.:						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104 1/2	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalam. & Three Riv. (L.S. & M.S.):	100,000	8	Jan. & July.	New York.	1887	....	Long Branch and Sea Shore:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & W. Pigeon (L.S. & M.S.):	400,000	7	Jan. & July.	New York.	1890	....	Long Island:						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
Kansas City and Santa Fe:							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
Kan. City, St. Jo. & Coun. Bluffs:							General Mortgage of 1869.....	775,000	8	" "	"	1899	....
1st Mortgage (consolid.) 284 m....	687,000	8	March & Sept.	N. Y. & Bost'n.	1890	....	Louisville & Miss. Riv. (Ch. & Al.):						
1st Mort. (C. B. & St. Jo. 52 m.)...	500,000	7	Jan. & July.	"	1880	....	1st Mortgage, guaranteed.....	20,000 pm	7	Jan. & July.	New York.	1889	....
2d Mort. ( " ).....	150,000	10	" "	"	1872	....	Louisville, Cin. and Lexington:						
1st Mort. (St. Jo. & C. B. 80 m.)...	1,400,000	10	March & Sept.	"	1892	97	1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	539,500	8	June & Dec.	"	1874	82 1/2	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lo. & Frankfort Br.)...	82,000	6	Jan. & July.	"	'71-'80	....
1st Mort. ( " ).....	1,500,000	7	" "	"	1893	....	Louis. Loan ( " ).....	100,000	6	" "	"	1881	....
Kansas Pacific (U. Pac. E. D.):							1st Mort. (Lex. & Frankfort)...	25,000	6	" "	"	1874	....
1st Mort. on R.R. 140 m.... gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville and Nashville:						
1st Mort. on R.R. 254 m.... gold	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage (Main Stem) 1868.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	1896	....	Louisville Loan (Main Stem)...	849,000	6	April & Oct.	"	'86-'87	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	'71-'76	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1887	....
1st Mort. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	....	1st Mortgage (Memphis Br.)...	197,000	7	" "	"	'71-'76	....
1st Mort. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	....	1st Mortgage (Bardonia Br.)...	1,000	7	Jan. & July.	"	1870	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	"	'95-'97	....	1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	"	'80-'85	....
3d Mort. Income on 428 m....	4,275,000	7	(after 5 years.)	"	1916	....	Louisville Loan (Leb. Br. Ext.)...	233,000	6	April & Oct.	"	1893	....
Kent County (Del.):							Consolid. mort. of April 1, 1868..	5,500,000	7	" "	"	1898	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Lowell & Lawrence (B. & L.):						
Kentucky Central (Cov. & Lex.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	Macon and Brunswick:						
2d Mortgage March 1863.....	844,000	7	" "	"	1883	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
Keokuk, Iowa City and Minn.:							3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
1st Mortgage.....	20,000 pm	7	Jan. & July.	New York.	1891	....	Equipment Mortgage.....	150,000	.....	.....	.....	....	....
2d Mortgage.....	5,000 pm	7	" "	"	1891	....	Macon and Western:						
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	Madison and Portage:						
Lackawanna and Bloomsburg:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1896	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Maine Central:						
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....	Mort. (Ext.) for \$500,000..... gold	112,000	6*	April & Oct.	"	1900	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	1st Mort. (B.to P. & Ken.) exch. 7s	677,000	6	" "	"	1872	....
La C. Trempe & Pres. (C. & N.W.):							2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
1st Mortgage, guaranteed.....	800,000	7	" "	New York.	....	....	Mansfield & Framingham (B.C. & F.):						
Lafayette, Bloomington & Miss.:							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90 1/2
1st Mortgage.....	1,300,000	7	" "	New York.	....	90	Marietta and Cincinnati:						
Lafayette, Muncie & Blooming.:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,500,000	8	" "	New York.	....	....	1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	102
Lake Erie and Louisville:							2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	83 1/2
Lake Shore & Michigan So.:							1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Sunbury B'ds (CP & A.R.R. 95 1/2 m)	500,000	7	Jan. & July.	New York.	1874	....	Baltimore Loan to Union R. R.	20,000	7	"	Baltimore.	....	....
Regis. Bonds ( " ).....	1,000,000	7	" "	"	1880	....	Marietta and Pittsburg:						
3d Mortgage ( " ).....	1,000,000	7	April & Oct.	"	1892	....	1st Mort. of Aug. 1, 1869... gold	14,000 pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	"	1899	97	Marquette and Ontonagon:						
S. Fund Bonds (L.S. & M.S. 013 m)	1,800,000	7	" "	"	1879	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Consol. M. reg. ( " ).....	3,699,000	7	J. A. J. & O.	"	1900	100 1/2	Maryland and Delaware:						
Consol. M. coup. ( " ).....	1,334,000	7	Jan. & July.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50 1/2
1st Mort. (M.S. & N. In. R.R. 52 1/2 m)	5,256,000	7	May & Nov.	"	1885	103	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
2d Mort. ( " ).....	2,693,000	7	" "	"	1877	100	Memphis and Charleston:						
1st Mort. (June R.R. 49 1/2 m.)...	115,000	7	June & Dec.	"	1872	....	1st Mortgage, Convertible.....	1,228,000	7	March & Sept.	New York.	1880	....
S. Fund (Clev. & Tol. R.R. 162 1/2 m)	2,014,000	7	Jan. & July.	"	1885	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
M. of '66 ( " ).....													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage, ".....	10,500	7	Jan. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, ( " ).....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$500,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92½	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,788,000	7	Jan. & July.	"	1897	91	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	....	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	....	87½	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	108	New H., Middle'tn & Willman:						
2d Mortgage (P du C. Div.).....	1,315,000	7.3	"	"	1898	98	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	"	1884	88	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	....	
Income Mortgage.....	20,000	7	Jan. & July.	"	....	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	234,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	....	....	New Jersey (Pennsylvania):						
Incumbences assumed.....	33,839	7	"	"	....	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	100,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,364,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage ( " ).....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	79
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....gold	....	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	New London Northern:						
Land Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	48	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1866.....	600,000	7	April & Oct.	New York.	1876	....	New O., Baton Rouge & Vicksb'g:						
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	'81-'93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	....	....	N. Orleans, Jackson & Gt. North..						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	"	New Orleans.	1890	....
1st M. RR. & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1890	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Teb. & Nesho)S.F., gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. cur.	12,500pm	8*	"	New York.	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	90	2d Mortgage on 277 miles....cur.	12,500pm	8*	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:						
Missouri Valley (K.U.S.J. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	97
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	101
Mobile and Girard:							Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1888	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	"	....	....	Bonds and mortgages for R. E.	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	95
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.)...	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. ( " " )S. F.	1,891,000	7	June & Dec.	"	1885	106
1st Mortgage.....Sterling	370,000	8*	"	"	1882	....	3d Mort. ( " " ).....	180,000	7	May & Nov.	"	1875	103
Interest bonds (10 years).....	803,700	8	"	"	1878	....	Conv. B'ds ( " " ).....	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	755,400	6*	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.S.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	"	"	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Eufala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101½
1st Mortgage of 1866, endorsed.	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed.....	300,000	....	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	96
Montgomery & West Point (Wtn):							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	1870	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	"	"	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$5,000,000.....gold	3,500,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	"	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	107	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	101	Consol. Mort. for \$1,000,000....	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	97	1st Mortgage.....						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) annexed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1896	93	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	91 1/2
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	100	1st Mortgage.....gold	1,800,000	7	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110 1/2	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	97 1/2	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	97 1/2
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1900	....
1st Mortgage, Md. State loan....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	95	1st Mortgage (Bangor Loan)....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	90 1/2	2d Mortgage.....	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. RR)....	500,000	6	Jan. & July.	"	1877	98	Peoria & Bureau Val (C.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6	"	"	1900	93 1/2	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands.....gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.)....	458,500	6	Jan. & July.	Baltimore.	1873	99	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	86
3d Mortgage ("").....	140,000	6	"	"	1885	92	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,600	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	25,500	7	"	"	1885	....
Construction bonds.....	260,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	79-98	....
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent:						
Nyack and Northern:							1st Mortgage (Penn. Div.)....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.)....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling.	150,887	6	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6 1/2	March & Sept.	Philadelphia.	1881	91 1/2
1st Mortgage ("") dollar.....	51,000	7	"	New York.	1873	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	90 1/2
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock....	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sambury & Erie.)	1,000,000	6 1/2	April & Oct.	"	1877	101
2d Mort. conv. into com. stock....	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norist:						
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879	100 1/2	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	101	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Debenture Loan of 1863.....	1,121,000	6	"	"	1893	82 1/2
2d Mortgage, (W. Div.) conv.....	584,000	7	"	"	1874	88 1/2	Debenture Loan of 1870.....	2,625,000	7	"	"	1890	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1857, conv.....	143,500	6	"	"	1886	....
Funded Debt Mort. (W. Div.)....	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	93
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	97 1/2	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	108 1/2
Consolidated Mort. (sterling)....	101,850	7	"	London.	1898	....	Sterling Loan of 1836.....	182,400	5	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83	Sterling Loan of 1836.....	288,000	7	"	"	72-77	....
1st Mortgage.....	590,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	79 1/2	Plain Bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96 1/2	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	96 1/2	2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	74 1/2	....
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	95 1/2	Pittsburg & Connellsville (B. & O.):						
Plain Bonds.....	84,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	94 1/2
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.)....	300,000	8	June & Dec.	New York.	1890	92	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	85	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
3d Mort. ("").....	598,000	8	May & Nov.	Richmond.	1873	92	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. ("").....	574,000	8	March & Sept.	Alexandria.	1880	84 1/2	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	83	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100 1/2
Oswego and Rome (B.W. & O.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-80	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	99
Ottawa, Osw. & Fox R.V. (CB&Q):							3d Mortgage.....	153,000	7	May & Nov.	"	1876	....
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95	Bridge (O. & F. R. R.) bonds...	1,000,000	8	March & Sept.	"	1874	....
Owensboro' and Russellville:							Equipment Mort. of Mar. 1, 1869	100,000	7	Jan. & July.	"	1877	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Construction bonds of Jan. 1, 170						
Pacific of Mo.:							Port Huron & Lake Michigan:						
1st Mort., construction (Dresden)	74,000	6	Feb. & Aug.	New York.	1880	99	1st Mortgage of May 1, 1860....	1,800,000	7	May & Nov.	New York.	1899	....
1st Mortgage.....gold	7,000,000	10	Jan. & July.	"	1880	....	Portland and Kennebec:						
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	71-73	1st Mort. (K. & P. R. R.) 1851-61.	224,800	6	April & Oct.	Portland.	1883	....
St. Louis County Loan.....	700,800	6	Feb. & Aug.	"	1871-73	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
Panama:							Consol. (P. (						

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	5*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed.	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. S. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuylkill and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort. assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	82	Seaboard and Roanoke:						
Consolidated Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'76-'90	79 1/2	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	'73-'75	79 1/2	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	'71-'76	79 1/2	1st Mortgage, guar. by Ala.....gold	16,000pm	5*	"	New York.	1890	....
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	5*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,850	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottav. (N.C.):						
1st Mortgage (new).....	600,000	5	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1883.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy)...cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	"	'72-'74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871...gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,916	5*	Jan. & July.	London.	'78-'88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	70	Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868...	1,272,000	7	April & Oct.	"	'88-'91	....
1st Mort. conv. into pref. stock...	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	'80-'92	....
2d Mort. conv. into com. stock...	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. ( " " " " " " " " )	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " " " " " " )	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage ( " " " " " " " " )	339,500	8	June & Dec.	"	1874	82 1/2	2d Mortgage, Mar. 1, 1869....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	NY, L'n & Fk.	1899	102	1st Mort. endor. by Ala. tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, 70, free	5,500,000	8*	Feb. & Aug.	NY, L'n & Fk.	1900	97 1/2	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	95
St. Louis, Alton and Terre Haute:							South Side (L. L.):						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	92
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	92	1st Mort. consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort. consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	82	4th Mortgage, consol. 3d pref....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Conn. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100 1/2	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 14, 1864....	2,365,000	7	April & Oct.	New York.	1894	94 1/2	1st Mort., Apr. 1, 1868 tax free...	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868.....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	1st Mort. March 1, 1870...gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
St. Louis and South Eastern:							2d Mort. Sept. 1, 1870...gold	80,000	7*	"	"	1880	....
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....	South Western (Cen. of Ga.):						
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
1st Mort. of Nov. 2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....	Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Spartanburg and Union:						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	New York.	1887	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
St. Paul and Chicago (M. & St. P.):							Springfield & Illinois S. Eastern:						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
St. Paul and Pacific 1st Division:							Staten Island:						
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Tioga:</b>							<b>Western Union (M. &amp; St. P.):</b>						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000 .....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
<b>Toledo, Peoria and Warsaw:</b>							<b>West Jersey:</b>						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	93	Loan of Mar. 1861 guar. by C. & A. ....	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	93	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	94
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	86	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund.....	94,000	8	Jan. & July.	" "	1879	....	<b>West Shore Hudson River:</b>						
Consolidated Bond Class A.....	1,408,000	7	May & Nov.	" "	1911	....	1st Mortgage.....	676,300	7	— & —	New York.	....	....
<b>Toledo, Wabash and Western:</b>							<b>West Wisconsin:</b>						
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	100	1st M. L. G. stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....	<b>Wicomico and Pocomoke:</b>						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....	<b>Williamston and Tarboro:</b>						
Equip'm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	92	<b>Wilm., Charlotte &amp; Rutherford:</b>						
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	94	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
<b>Troy and Boston:</b>							1st Mortgage, endor. by N. Car..	1,000,000	8	" "	"	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	<b>Wilmington and Reading:</b>						
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	101
3d Mortgage.....	650,900	7	May & Nov.	" "	1875	....	2d Mortgage.....	282,200	7	Jan. & July.	"	1902	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....	<b>Wilmington and Weldon:</b>						
<b>Troy, Salem &amp; Rutland (R. &amp; Sar.):</b>							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
<b>Troy Union:</b>							Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1890	95
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	<b>Winona &amp; St. Peter (C. &amp; N. W.):</b>						
2d Mortgage, guaranteed.....	360,000	6	" "	" "	1878	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	89
<b>Union Pacific:</b>							2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	90							
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	87							
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....							
<b>Union Pacific—Central Branch:</b>													
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....							
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....							
<b>Union Pacific, E. D. (see K. Pac.):</b>													
Union Pacific, S. Br. (M. & K. & T.)	4,145,000	6*	Jan. & July.	New York.	1899	....							
1st M. R. R. 342m. & 1,300,000 acres													
<b>Union and Titusville:</b>													
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....							
<b>Utica and Black River:</b>													
1st Mortgage, July 1888 .....	150,000	7	Jan. & July.	New York.	1878	....							
<b>Vermont Central:</b>													
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	78							
2d Mortgage.....	1,500,000	7	" "	"	1891	30							
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	98							
Equip. Loans of 1867.....	1,000,000	8	" "	"	1889	99							
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	79							
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	99							
<b>Vermont and Massachusetts:</b>													
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93							
Convertible tax free, bonds.....	200,000	7	" "	"	1879	100							
<b>Vermont Valley (Vt. Central):</b>													
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....							
2d Mortgage.....	114,000	6	" "	Boston.	1860	....							
3d Mortgage.....	295,200	7	" "	New York.	1859	....							
<b>Vicksburg and Meridian:</b>													
General Mort., 1st series (red)...	722,500	7	Jan. & July.	Philadelphia.	1890	....							
" " 2d series (blue).....	850,000	7	" "	"	1890	....							
" " 3d series (black).....	154,000	7	" "	"	1890	....							
" " (not endorsed).....	1,275,000	7	April & Oct.	"	1890	....							
Special Loan.....	225,438	8	Jan. & July.	"	1890	....							
<b>Vineyard:</b>													
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....							
<b>Virginia &amp; Tennessee (A.M. &amp; O.):</b>													
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	95							
2d Mortgage.....	4,000	6	" "	"	1869	79							
3d Mortgage.....	990,000	6	" "	"	1884	....							
Income Mortgage.....	113,000	6	" "	"	1866	....							
4th Mortgage.....	846,000	8	" "	"	1900	90							
Registered Certificates.....	116,129	8	" "	Richmond.	1880	....							
Interest Funding Bonds.....	204,200	8	" "	New York.	1880	....							
<b>Walkill Valley (20,000 per mile):</b>													
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....							
<b>Ware River (N. &amp; N.):</b>													
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....							
<b>Warren (D. L. &amp; W.):</b>													
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....							
<b>Warwick Valley (Erie):</b>													
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....							
<b>Washington and Ohio:</b>													
1st Mortgage 1868 for \$8,000,000.	....	7	May & Nov.	New York.	1898	....							
<b>Watertown &amp; Rome (R. W. &amp; O.):</b>													
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....							
Sinking Fund.....	796,900	7	" "	"	1880	....							
<b>Westchester and Philadelphia:</b>													
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	101							
3d Mortgage (8s compromised)...	557,400	6	April & Oct.	"	1878	....							
<b>Western Alabama:</b>													
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....							
1st Mortgage (before consol.)...	600,000	8	" "	"	1888	....							
1st Mortgage (M. & W. Point R. R.)	750,000	8	Jan. & July.	"	1881	....							
<b>Western (B. &amp; Albany):</b>													
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....							
Albany Loan (A. & W. Stockbridge)	500,000	6	Jan. & July.	Boston.	1876	....							
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98							
<b>Western Maryland:</b>													
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	92							
2d Mortgage preferred.....	600,000	6	" "	"	1890	80							
Bonds endorsed by Balt.....	600,000	6	" "	"	1890	94							
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	95							
<b>Western North Carolina (E. D.):</b>													
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1880	....							
<b>Western Pennsylvania (Penn.):</b>													
1st Mortgage (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	83							
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....							
							<b>MISCELLANEOUS.</b>						
							<b>American Dock &amp; Improvement:</b>						
							1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
							Consolidated (Md.) Coal:	750,000	7	Jan. & July.	New York.	1885	....
							1st Mortgage, convertible.....	568,000	7	Feb. & Aug.	Philadelphia.	1881	....
							<b>Pennsylvania Coal:</b>						
							1st Mortgage.....	568,000	7	Feb. & Aug.	Philadelphia.	1881	....
							<b>Bong Dock:</b>						
							Mortgage Bonds, guaranteed ..	2,500,000	7	June & Dec.	New York.	1872	97
							<b>Mariposa:</b>						
							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
							2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
							<b>Quicksilver:</b>						
							1st Mortgage.....	500,000	7*	June & Dec.	New York.	1878	....
							2d Mortgage.....	1,000,000	7*	Jan. & July.	"	1873	....
							<b>Western Union:</b>						
							1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
							2d Mortgage.....	89,500	7*	Jan. & July.	"	1873	....

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

**An asterisk (\*)** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.										Value of Shares	
										Par.	p. c.
										Earnings.	
										Gross.	Net.
										Dividends.	
										Par.	p. c.
Property and Assets.										Operations.	
Railroad.										Carried one mile.	
Rolling Stock.										Trains Moved.	Freight.
Assets.										Number.	Tons.
Accounts and Cash.										Passengers.	
Stocks.										Freight.	
Bonds.										Tons.	
Accounts.										Passengers.	
Surplus Income.										Freight.	
Liabilities.										Tons.	
Accounts.										Passengers.	
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[illegible]

## RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																																																	
Property and Assets.					Liabilities.			Railroad Operated.			Operations.			Earnings.		Value of Shares.																																	
Rolling Stock.					Accounts and Cash.			Stocks.			Bonds.			Accounts.			Surplus Income.			Dividends.		Par.		P. C.																									
Engines.					Pass.			Freight.			Trains Moved.			Passengers.			Freight.			Gross.			Net.																										
Main Line.					Branch Line.			2d Track and Sidings.			Railroad in progress.			Cars.																																			
M.					M.			M.			M.			M.			M.			M.			M.			M.		M.																					
Grand Rapids and Indiana.....Indiana.....																							4,580,525	1,580,525		3,000,000				631,286		773,640		2,923,197		1,785,866		2,923,197		1,785,866		2,923,197		1,785,866		2,923,197		1,785,866	
Grand Rapids and Indiana.....Michigan.....																							1,992,000	482,000		1,510,000				1,992,000		482,000		1,510,000		482,000		1,992,000		482,000		1,510,000		482,000		1,992,000		482,000	
Grand Rapids and Indiana.....Canada.....																							92,772,070	14,387,946		78,384,124				92,772,070		14,387,946		78,384,124		14,387,946		92,772,070		14,387,946		78,384,124		14,387,946		92,772,070		14,387,946	
Grand Rapids and Indiana.....S. Carolina.....																							26,588,694	19,237,404		7,351,290				26,588,694		19,237,404		7,351,290		19,237,404		26,588,694		19,237,404		7,351,290		19,237,404		26,588,694		19,237,404	
Grand Rapids and Indiana.....Illinois.....																							3,080,963	1,910,968		1,169,995				3,080,963		1,910,968		1,169,995		1,910,968		3,080,963		1,910,968		1,169,995		1,910,968		3,080,963		1,910,968	
Grand Rapids and Indiana.....Missouri.....																							1,425,000	1,425,000						1,425,000		1,425,000				1,425,000		1,425,000		1,425,000				1,425,000		1,425,000		1,425,000	
Grand Rapids and Indiana.....New York.....																							1,566,400	2,930,392		1,366,400				1,566,400		2,930,392		1,366,400		2,930,392		1,566,400		2,930,392		1,366,400		2,930,392		1,566,400		2,930,392	
Grand Rapids and Indiana.....Pennsylvania.....																							1,892,500	1,892,500						1,892,500		1,892,500				1,892,500		1,892,500		1,892,500				1,892,500		1,892,500		1,892,500	
Grand Rapids and Indiana.....Ohio.....																							2,687,113	800,000		1,887,113				2,687,113		800,000		1,887,113		800,000		2,687,113		800,000		1,887,113		800,000		2,687,113		800,000	
Grand Rapids and Indiana.....Tennessee.....																							1,704,866	1,704,866						1,704,866		1,704,866				1,704,866		1,704,866		1,704,866				1,704,866		1,704,866		1,704,866	
Grand Rapids and Indiana.....Kentucky.....																							1,200,000	1,200,000						1,200,000		1,200,000				1,200,000		1,200,000		1,200,000				1,200,000		1,200,000		1,200,000	
Grand Rapids and Indiana.....Alabama.....																							2,100,558	2,100,558						2,100,558		2,100,558				2,100,558		2,100,558		2,100,558				2,100,558		2,100,558		2,100,558	
Grand Rapids and Indiana.....Georgia.....																							6,000,000	6,000,000						6,000,000		6,000,000				6,000,000		6,000,000		6,000,000				6,000,000		6,000,000		6,000,000	
Grand Rapids and Indiana.....Florida.....																							2,193,871	2,193,871						2,193,871		2,193,871				2,193,871		2,193,871		2,193,871				2,193,871		2,193,871		2,193,871	
Grand Rapids and Indiana.....Louisiana.....																							383,199,574	383,199,574						383,199,574		383,199,574				383,199,574		383,199,574		383,199,574				383,199,574		383,199,574		383,199,574	
Grand Rapids and Indiana.....Arkansas.....																							11,500,000	11,500,000						11,500,000		11,500,000				11,500,000		11,500,000		11,500,000				11,500,000		11,500,000		11,500,000	
Grand Rapids and Indiana.....Mississippi.....																							17,383,514	17,383,514						17,383,514		17,383,514				17,383,514		17,383,514		17,383,514				17,383,514		17,383,514		17,383,514	
Grand Rapids and Indiana.....Texas.....																							3,410,000	3,410,000						3,410,000		3,410,000				3,410,000		3,410,000		3,410,000				3,410,000		3,410,000		3,410,000	
Grand Rapids and Indiana.....Oklahoma.....																							4,600,000	4,600,000						4,600,000		4,600,000				4,600,000		4,600,000		4,600,000				4,600,000		4,600,000		4,600,000	
Grand Rapids and Indiana.....Nebraska.....																							2,070,000	2,070,000						2,070,000		2,070,000				2,070,000		2,070,000		2,070,000				2,070,000		2,070,000		2,070,000	
Grand Rapids and Indiana.....Kansas.....																							7,685,000	7,685,000						7,685,000		7,685,000				7,685,000		7,685,000		7,685,000				7,685,000		7,685,000		7,685,000	
Grand Rapids and Indiana.....Colorado.....																							276,668	276,668						276,668		276,668				276,668		276,668		276,668				276,668		276,668		276,668	
Grand Rapids and Indiana.....New Mexico.....																							250,000	250,000						250,000		250,000				250,000		250,000		250,000				250,000		250,000		250,000	
Grand Rapids and Indiana.....Arizona.....																							286,730	286,730						286,730		286,730				286,730		286,730		286,730				286,730		286,730		286,730	
Grand Rapids and Indiana.....Idaho.....																							86,718	86,718						86,718		86,718				86,718		86,718		86,718				86,718		86,718		86,718	
Grand Rapids and Indiana.....Montana.....																							22,565	22,565						22,565		22,565				22,565		22,565		22,565				22,565		22,565		22,565	
Grand Rapids and Indiana.....Wyoming.....																							751,640	751,640						751,640		751,640				751,640		751,640		751,640				751,640		751,640		751,640	
Grand Rapids and Indiana.....Utah.....																							6,027,542	6,027,542						6,027,542		6,027,542				6,027,542		6,027,542		6,027,542				6,027,542		6,027,542		6,027,542	
Grand Rapids and Indiana.....Nevada.....																							2,000,000	2,000,000						2,000,000		2,000,000				2,000,000		2,000,000		2,000,000				2,000,000		2,000,000		2,000,000	
Grand Rapids and Indiana.....Oregon.....																							1,100,000	1,100,000						1,100,000		1,100,000				1,100,000		1,100,000		1,100,000				1,100,000		1,100,000		1,100,000	
Grand Rapids and Indiana.....Washington.....																							6,187,645	6,187,645						6,187,645		6,187,645				6,187,645		6,187,645		6,187,645				6,187,645		6,187,645		6,187,645	
Grand Rapids and Indiana.....Alaska.....																							708,324	708,324						708,324		708,324				708,324		708,324		708,324				708,324		708,324		708,324	
Grand Rapids and Indiana.....Hawaii.....																							806,000	806,000						806,000		806,000				806,000		806,000		806,000				806,000		806,000		806,000	
Grand Rapids and Indiana.....Guam.....																							1,450,000	1,450,000						1,450,000		1,450,000				1,450,000		1,450,000		1,450,000				1,450,000		1,450,000		1,450,000	
Grand Rapids and Indiana.....Philippines.....																							280,000	280,000						280,000		280,000				280,000		280,000		280,000				280,000		280,000		280,000	
Grand Rapids and Indiana.....Santo Domingo.....																							8,552,500	8,552,500						8,552,500		8,552,500				8,552,500		8,552,500		8,552,500				8,552,500		8,552,500		8,552,500	
Grand Rapids and Indiana.....San Juan.....																							36,962,629	36,962,629						36,962,629		36,962,629				36,962,629		36,962,629		36,962,629				36,962,629		36,962,629		36,962,629	
Grand Rapids and Indiana.....San Pedro de Macoris.....																							2,930,985	2,930,985						2,930,985		2,930,985				2,930,985		2,930,985		2,930,985				2,930,985		2,930,985		2,930,985	
Grand Rapids and Indiana.....Sanchez.....																							1,100,000	1,100,000						1,100,000		1,100,000				1,100,000		1,100,000		1,100,000				1,100,000		1,100,000		1,100,000	
Grand Rapids and Indiana.....Sanchez.....																							370,000	370,000						370,000		370,000				370,000		370,000		370,000				370,000		370,000		370,000	
Grand Rapids and Indiana.....Sanchez.....																							6,094,349	6,094,349						6,094,349		6,094,349				6,094,349		6,094,349		6,094,349				6,094,349		6,094,349		6,094,349	
Grand Rapids and Indiana.....Sanchez.....																							421,124	421,124						421,124		421,124				421,124		421,124		421,124				421,124		421,124		421,124	
Grand Rapids and Indiana.....Sanchez.....																							31,910	31,910						31,910		31,910				31,910		31,910		31,910				31,910		31,910		31,910	
Grand Rapids and Indiana.....Sanchez.....																							9,128,951	9,128,951						9,128,951		9,128,951				9,128,951		9,128,951		9,128,951				9,128,951		9,128,951		9,128,951	
Grand Rapids and Indiana.....Sanchez.....																							3,825,000	3,825,000						3,825,000		3,825,000				3,825,000		3,825,000		3,825,000				3,825,000		3,825,000		3,825,000	
Grand Rapids and Indiana.....Sanchez.....																							1,342,500	1,342,500						1,342,500		1,342,500				1,342,500		1,342,500		1,342,500				1,342,500		1,342,500		1,342,500	
Grand Rapids and Indiana.....Sanchez.....																							1,342,500	1,342,500						1,342,500		1,342,500				1,342,500		1,342,500		1,342,500				1,342,50					



[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																			Value of Shares						
Years ending	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Operations.			Earnings.								
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Cars.		Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P-c.
Apr. 31, 1871	21.0				1	1	10 Owensboro and Russellville, Ky.	400,000																	
Feb. 28, 1870	28.5				2	2	1200 Pacific, Ky.	12,038,714	3,394,334	420,337	3,635,760	200,000	1,557,413	1,624,392	355.0	2,131,116	355.0	2,131,116	3,600,230	946,389	100				
Sept. 30, 1870	63.5				6	6	60 Paducah and Gulf, Ky.	1,333,500	28,700	28,700	3,635,760	200,000	1,557,413	1,624,392	63.5	2,131,116	63.5	2,131,116	3,600,230	946,389	100				
Sept. 30, 1870	47.6				16	16	131 Panama, Ky.	9,600,000	110,000	2,062,544	7,000,000	5,754,136			47.6	2,131,116	16	2,131,116	3,600,230	946,389	100				
Sept. 30, 1870	14.5				2	2	Paterson and Hudson, N. J.	630,000		747,468	630,000	500,000			14.5	2,131,116	2	2,131,116	3,600,230	946,389	100				
Sept. 30, 1870	12.0				2	2	Paterson and Newark, N. J.	1,000,000		747,468	1,000,000	500,000			12.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Sept. 30, 1870	15.1				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			15.1	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	20.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			20.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	22.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			22.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0				2	2	Pekin and Ramapo, N. J.	350,000		747,468	350,000	500,000			18.0	2,131,116	2	2,131,116	3,600,230	946,389	100				
Dec. 31, 1870	18.0			</																					



[illegible]

## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & St. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire* guaranteed.	600,000	7	7	100
Blossburg and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	80
Catawissa* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna* guar.	689,110	9	9	100
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7	100
Central Ohio, preferred.	400,000	7	7	38
Chemung* guar.	380,000	8	8	100
Cheshire, preferred.	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	100
Chicago and Northwestern* guar.	20,370,293	7	7	91
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo* guar.	6,250,000	8	8	100
Coecheba, preferred.	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	94
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	100
Delaware* guaranteed.	894,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed.	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	82
Erie, preferred.	8,536,910	7	7	73
Evansville and Crawfordsville, pref.	100,000	10	10	100
Hannibal and St. Joseph, pref.	5,078,224	7	7	61
Harrisburg and Lancaster* guar.	1,182,550	7	7	100
Housatonic, preferred.	1,180,000	8	8	100
Huntington & Broad Top Mountain, preferred.	190,750	7	3	26
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lockawanna and Bloomsburg, pref.	600,000	7	7	100
Leds and Farmington* guar.	1,000,000	5	5	100
Little Schuylkill* guar.	2,648,100	7	7	100
Louisville, Cincinnati and Lexington, preferred.	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	28
" 2d pref.	4,051,744	6	6	14
Manchester and Lawrence* guar.	1,000,000	9	9	100
Michigan Southern, guaranteed.	886,800	10	10	100
Mill Creek and Mine Hill* guar.	323,375	10	10	100
Millwaukee and St. Paul, preferred.	9,744,268	7	7	78
Mine Hill and Schuylkill Haven* guar. untd.	3,775,000	8	8	100
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	100
New Haven and Northampton* guar.	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (S. C.) preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	75
Pateron and Hudson* guar.	630,000	8	8	100
Pateron and Ramapo* guar.	248,000	5	5	100
Pecora and Bureau Valley* guar.	1,300,000	6	6	100
Philadelphia and Erie* guar.	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton* guar.	1,099,720	10	10	100
Pittsfield and North Adams* guar.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	201,000	6	6	100
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	100
Portsmouth and Concord* guar.	250,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	100
Rochester and Genesee Valley* guar.	557,500	7	7	100
Rutland, preferred.	1,000,000	7	7	62
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley* guar.	676,000	5	5	100
Shamokin Valley & Pottsville* guar.	889,450	5	5	100
Fol. Pecora & Warsaw 1st pref.	1,700,000	7	7	100
" 2d pref.	1,300,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush* guar.	274,000	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	100
Warren* guar.	1,408,300	7	7	100
White Mountains* guar.	200,000	5	5	100
Wrightv. York & Gettysburg* pref.	317,050	2	2	100
<b>CANAL STOCKS:</b>				
Delaware Division* guar.	1,633,350	8	8	100
Morris, preferred.	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	80
Union, preferred.	1,000,000	6	6	10
<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.	6	6	6	100
Mariposa Mining, pref.	5,774,400	7	7	24

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton.	
Pig, Scotch, No. 1.....	per ton 50 @ 60
Pig, American, No. 1.....	53 @ 55
Pig, American, No. 2.....	50 @ 52
Pig, American, Forge.....	48 @ 49
Bar, Refined, English and American.....	1 15 @ 1 20
Bar, Swedes, assorted sizes.....	(gold) 120 @ 130
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality), per lb.....	16½ @ 19
English Spring (2d and 1st quality).....	9 @ 10
English Blister (2d and 1st quality).....	11½ @ 13
English Machinery.....	11½ @ 13
English German (2d and 1st quality).....	11½ @ 12
American Blister.....	12 @ 12
American, Cast, Tool.....	15 @ 16
American, Spring.....	9 @ 11
American Machinery.....	10 @ 10½
American German.....	9 @ 11
<b>NAILS—DUTY:</b> Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)	
Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg.....	@ 5 75
Cut, 8d. and 9d.....	@ 6
Cut, 6d. and 7d.....	@ 6 25
Cut, 4d. and 5d.....	@ 6 50
Cut, 3d.....	@ 7 25
Cut, 2d and 3d. Fine.....	@ 8
Cut Spikes, all sizes.....	@ 6
Cut, Finishing, Casing, Box, &c., 10d to 3d.....	@ 25 @ 7 75
Clinch, 2 to 3 inch and over.....	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5).....	21 @ 33
Copper.....	@ 20 @ 45
Yellow Metal Sheathing and Slatting.....	30 @ 32
<b>TIN—DUTY:</b> Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.	
Banca.....	(gold), per lb. 48 @ 50
Straits.....	(gold) 36½ @ 36½
English.....	(gold) 35½ @ 35½
Plates—Fair to good brands.....	Gold—Currency
I. C. Charcoal.....	per box 13 25 @ 13 50 15 @ 15 50
I. C. Coke.....	12 25 @ 12 50 13 75 @ 14 75
Coke Terne.....	11 @ 11 25 12 50 @ 12 75
Charcoal Terne.....	11 50 @ 12 13 50 @ 14
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk).....	12½ @ 12½
Crude, 40 @ 47 gravity (in shipping order).....	17½ @ 17½
Refined, Standard White (in ship'g order).....	22½ @ 22
Refined, S. W. (in jobbing lots).....	@ 22½
Refined, S. W. (in tin).....	28 @ 28½
Naptha, Refined, (66 @ 78 gravity).....	@ 14
Residuum.....	per bbl. 4 @ 6
<b>COPPER—DUTY:</b> Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val.	
<b>All Cash.</b>	
Copper, New Sheathing, (over 12 oz.) per lb.....	@ 43
Copper, Bolts.....	@ 45
Copper, Braziers' (over 16 oz.).....	@ 45
Copper, Nails.....	@ 45
Copper, Old Sheathing, &c., mixed lots.....	26 @ 28
Copper, English Pig.....	@ 30
Copper, American Ingot.....	33 @ 33½
Yellow Metal, New Sheathing and Bronze.....	@ 30
Yellow Metal, Bolts.....	@ 32
Yellow Metal, Nails, Sheathing & Slatting.....	30 @ 32
<b>LEAD—DUTY:</b> Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish.....	(gold) per 100 lb. @ 6 62½
German.....	(gold) @ 6 62½
English.....	(gold) 6 62½ @ 7 12½
Bar.....	@ 9 25
Pipe.....	@ 11
Sheet.....	@ 11
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.	
<b>COAL—DUTY:</b> Bituminous, \$1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Newcastle Gas.....	per ton of 2240 lb. @ 8
Liverpool Gas Cannel.....	@ 15
Liverpool House Cannel.....	@ 20
Anthracite.....	per ton of 2,000 lb. 4 @ 5 25

## New York Stock Exchange.

Actual Sale Prices for the week ending July 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24.
Canton Co.....	87	101½	101½	101½	101½	101½
Central Pacific 6s.....	102	101½	101½	101½	101½	101½
Central of N. Jersey.....	107½	107½	107½	107½	107½	108
Chicago & Alton.....	107	107½	107½	107½	117	118
.. pref.....	123½	123½	123½	123½	123½	123½
.. 1 M.....	100	100	100	100	100	100
.. S. F.....	98	98	98	98	98	98
.. Inc. bds.....	98	98	98	98	98	98
Chicago, Burl. & Q.....	131½	131½	131½	131½	131½	131½
.. 8s, 1883.....	74½	74½	74½	74½	74½	74½
Chic. & Northwestern 7½s.....	74½	74½	74½	74½	74½	74½
.. pref.....	91½	91½	91½	91½	91½	91½
.. 1st M.....	100½	100½	100½	100½	100½	100½
.. S. F.....	100	100	100	100	100	100
.. Consol.....	111½	111½	111½	111½	111½	111½
Chic., Rock Isl. & Pac. 11½s.....	111½	111½	111½	111½	111½	111½
Chi., R. I. & Pa. 7s, 1896.....	102	102	102	102	102	102
Clev., Col., C. & Ind. 95.....	91½	91½	91½	91½	91½	91½
Clev. & Pittsburg guar. 91.....	91½	91½	91½	91½	91½	91½
.. 2 M.....	85	85	85	85	85	85
.. 3 M.....	85	85	85	85	85	85
.. 4 M.....	85	85	85	85	85	85
Clev. and Toledo.....	35	35½	35½	35½	35½	35½
.. S. F. 7s.....	93½	93½	93½	93½	93½	93½
Col., Chi., & Ind. C. 35.....	93½	93½	93½	93½	93½	93½
.. 1 M.....	93½	93½	93½	93½	93½	93½
.. 2 M.....	79½	79½	79½	79½	79½	79½
Del. & Hudson Canal.....	105½	105½	105½	105½	105½	105½
Del. Lack. & Western 105½.....	105½	105½	105½	105½	105½	105½
.. 1 M. 7s.....	101	101	101	101	101	101
.. 2 M. 7s.....	52½	52½	52½	52½	52½	52½
Dubuque & Sioux City.....	52½	52½	52½	52½	52½	52½
Erie Railway.....	73	74	75	75	75	74½
.. pref.....	73	74	75	75	75	74½
.. 1 M. 7s, 1897.....	96	96	96	96	96	96
.. 2 M. 7s, 1879.....	96	96	96	96	96	96
.. 3 M. 7s, 1883.....	96	96	96	96	96	96
.. 4 M. 7s, 1880.....	96	96	96	96	96	96
.. 5 M. 7s, 1888.....	96	96	96	96	96	96
Great Western 2d mort. 90½.....	39	39½	39½	39½	39½	39½
Hannibal & St. Joseph.....	39	39½	39½	39½	39½	39½
.. pref.....	58	58	58	58	58	58
.. 8s, conv. 93.....	93½	93½	93½	93½	93½	93½
Hudson River.....	2 M. 8. F.	2 M. 8. F.	2 M. 8. F.	2 M. 8. F.	2 M. 8. F.	2 M. 8. F.
.. 3 M. 7s, 1875.....	110½	110½	110½	110½	110½	110½
Illinois Central.....	110½	110½	110½	110½	110½	110½
.. bonds.....	92½	92½	92½	92½	92½	92½
Lake Shore & Mich. S'th 95.....	92½	92½	92½	92½	92½	92½
Lake Shore Div. bonds.....	97	97	97	97	97	97
Marietta & Cin. 1st pref.....	110½	110½	110½	110½	110½	110½
.. 2d pref.....	110½	110½	110½	110½	110½	110½
Michigan Central.....	110½	110½	110½	110½	110½	110½
.. S. F. 8s, 1882.....	100	100	100	100	100	100
M. S. and N. L. 1 M. S. F.....	100	100	100	100	100	100
Mariposa Mining Co.....	54½	54½	54½	54½	54½	54½
.. pref.....	54½	54½	54½	54½	54½	54½
Milw. and St. Paul.....	72½	72½	72½	72½	72½	72½
.. pref.....	92½	92½	92½	92½	92½	92½
.. 1st mort.....	83	83	83	83	83	83
.. 2d mort.....	93	93	93	93	93	93
.. 8s.....	94½	94½	94½	94½	94½	94½
.. 7 3-10s con.....	94½	94½	94½	94½	94½	94½
Missouri 6s.....	93	94½	94½	94½	94½	94
.. H. & St. J. 1st 91½.....	93	92½	93	93	93	92½
Morris and Essex.....	93	92½	93	93	93	92½
.. 1st mort.....	107	107	107	107	107	107
.. 2d mort.....	107	107	107	107	107	107
New York Central.....	107	107	107	107	107	107
.. 7s, S. F. 1876.....	107	107	107	107	107	107
.. 6s, S. F. 1883.....	107	107	107	107	107	107
.. 6s, S. F. 1887.....	107	107	107	107	107	107
N. Y. Cen. & Hud. Riv. 97½.....	97½	97½	97½	97½	97½	97½
.. certificates.....	97½	97½	97½	97½	97½	97½
N. York and Harlem.....	107	107	107	107	107	107
.. pref.....	107	107	107	107	107	107
.. 1 M. 7s, 1873.....	33	33	33	33	33	33
N. Carolina 6s, old.....	21	21½	21½	21½	21½	21½
.. new.....	21	21½	21½	21½	21½	21½
Ohio and Miss.....	40½	40½	40½	40½	40½	40½
.. pref.....	74½	74½	74½	74½	74½	74½
.. 1st M.....	100	100	100	100	100	100
Pacific Mail S. S. Co.....	70½	77½	78½	77½	76½	76½
Panama.....	114½	115½	115½	119	119	119
Phila. and Reading.....	90	89	89	89	89	89
Pitts., Ft. W. & Chi. gtd.....	90	89	89	89	89	89
.. 1 M.....	105	105	105	105	105	105
.. 2 M.....	100	100	100	100	100	100
.. 3 M.....	100	100	100	100	100	100
Quicksilver Mining Co.....	42½	42½	42½	42½	42½	42½
St. L., Alton & T. H.....	16	16	16	16	16	16
.. pref.....	21½	21½	21½	21½	21½	21½
.. 1 M.....	100	100	100	100	100	100
.. 2 M. pref.....	100	100	100	100	100	100
.. Income bds.....	100	100	100	100	100	100
Tennessee 6s, old.....	74	7				



## New York Stock Exchange.

Actual Sale Prices for the week ending July 24.

Th.18 F.19.Sat.20.M.22.Tu.23.W.24

FEDERAL STOCKS:—					
U. S. 6s, 1874, reg.	111	111	111	111	111
U. S. 6s, 1874, coup.	111	111	111	111	111
U. S. 6s, 10-40s, reg.	111	111	111	111	111
U. S. 6s, 10-40s, coup.	113	112	112	112	112
U. S. 6s, 1881, reg.	113	113	113	113	113
U. S. 6s, 1881, coup.	113	113	113	113	113
U. S. 6s, 1881, reg.	113	113	113	113	113
U. S. 6s, 1881, coup.	113	113	113	113	113
U. S. 6s, 5-20s, reg. '62.	113	113	113	113	113
U. S. 6s, 5-20s, c. 1862.	113	113	113	113	113
U. S. 6s, 5-20s, reg. '64.	113	113	113	113	113
U. S. 6s, 5-20s, c. 1864.	113	113	113	113	113
U. S. 6s, 5-20s, reg. '65.	113	113	113	113	113
U. S. 6s, 5-20s, c. 1865.	113	113	113	113	113
U. S. 6s, 5-20s, r. n. '65.	113	113	113	113	113
U. S. 6s, 5-20s, c. n. '65.	113	113	113	113	113
U. S. 6s, 5-20s, reg. '67.	113	113	113	113	113
U. S. 6s, 5-20s, c. 1867.	113	113	113	113	113
U. S. 6s, 5-20s, reg. '68.	113	113	113	113	113
U. S. 6s, 5-20s, c. '68.	113	113	113	113	113
U. S. 6s, Pac.R.R. issue.	113	113	113	113	113

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 23.

W.17. Th.18. F.19. Sat.20. M.22. Tu.23

Catawissa preferred	97	97	97	97	97
Camden and Amboy	97	97	97	97	97
.. 6s, 1875	97	97	97	97	97
.. 6s, 1883	97	97	97	97	97
.. 6s, 1889	97	97	97	97	97
.. mort. 6s, '89 97	97	97	97	97	97
Elmira & Williamsport	97	97	97	97	97
.. pref.	97	97	97	97	97
.. 7s	97	97	97	97	97
Lehigh Navigation	43	43	43	43	43
.. 6s, 1884	90	90	90	90	90
.. Gold L.	92	92	92	92	92
.. R. R. L.	92	92	92	92	92
.. Conv. L.	92	92	92	92	92
Lehigh Valley R.R.	59	59	59	59	59
.. 6s new coup 98	59	59	59	59	59
.. 6s new reg.	59	59	59	59	59
Little Schuylkill R.R.	46	46	46	46	46
.. 7s	53	53	53	53	53
Minehill	53	53	53	53	53
Morris Canal	53	53	53	53	53
.. pref.	53	53	53	53	53
North Pennsylvania	53	53	53	53	53
.. 6s, 1880	100	100	100	100	100
.. 7s	97	97	97	97	97
.. 10s, 1887	97	97	97	97	97
Northern Central	37	37	37	37	37
Oil Creek & Alleg. Riv.	37	37	37	37	37
.. 7s	80	79	79	79	79
Pennsylvania R.R.	58	58	58	58	58
.. 1st M.	58	58	58	58	58
.. 2d M.	100	98	98	98	98
.. Gen. mort.	94	94	94	94	94
.. reg.	96	96	96	96	96
Penn. State, 6s, 1st series	105	105	105	105	105
.. 6s, 2d series	107	107	107	107	107
.. 6s, 3d series	107	107	107	107	107
Philadelphia City, 6s	97	97	97	97	97
.. new	101	101	101	101	101
Philad., Germ. & Nor.	58	58	58	58	58
Phila. & Reading	58	58	58	58	58
Philadelphia and Erie	58	58	58	58	58
.. 6s	90	90	90	90	90
.. 7s	90	90	90	90	90
Phila., Wilm. & Balt.	7	7	7	7	7
Schuylkill Navigation	15	15	15	15	15
.. pref.	80	80	80	80	80
.. 6s, 1882	80	80	80	80	80
.. 6s, 1876	80	80	80	80	80
.. 6s, 1872	80	80	80	80	80
United Co. of N. Jersey	126	126	126	126	126
Hestonville, (Horse)	57	57	57	57	57
Chestnut & Wal.	57	57	57	57	57
Green & Coates	57	57	57	57	57
2d and 3d streets	57	57	57	57	57
Spruce and Pine	57	57	57	57	57
13th and 15th sts.	20	20	20	20	20

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 23.

W.17. Th.18. F.19. Sat.20. M.22. Tu.23

Baltimore City 6s, 1875	99	99	99	99	99
.. 1886	98	98	98	98	98
.. 1890	98	98	98	98	98
.. 1884	98	98	98	98	98
.. 1900	98	98	98	98	98
Balt and Ohio	160	160	160	160	160
.. bonds, 1875	160	160	160	160	160
.. 1880	160	160	160	160	160
.. 1885	160	160	160	160	160
Marletta & Clin. 1st M.	101	101	101	101	101
.. 2d M.	91	91	91	91	91
.. 3d M.	83	83	83	83	83
Northern Central	39	39	39	39	39
.. bonds, 1885	39	39	39	39	39
.. 1900	39	39	39	39	39
Pittb. & Connellsv. 7s	94	94	94	94	94
N. W. Va. 1st mort.	58	58	58	58	58
.. 2d mort.	58	58	58	58	58
.. 3d mort.	58	58	58	58	58
Virginia 6s, Consol.	51	51	51	51	51
.. Defer. Certif.	15	15	15	15	15
City Passenger R.R.	23	23	23	23	23

## Boston Stock Exchange.

Actual Sale Prices for the week ending July 24.

Th.18. F.19. Sat.20. M.22. Tu.23. W.24

Boston and Albany	149	149	149	150	150
Boston and Lowell	140	140	140	140	140
Boston and Maine	137	137	137	137	137
Boston and Providence	150	150	150	150	150
Boston, Hartford & Erie	5	5	5	5	5
.. 7s, new	42	42	42	42	42
Cheshire, pref.	131	131	131	131	131
Chl. Burl. & Quincy	131	131	131	131	131
Concord	134	134	134	134	134
Connecticut River	134	134	134	134	134
Eastern	109	109	109	109	109
Fitchburg	133	133	133	133	133
Manchester & Law're	116	116	116	116	116
Michigan Central	115	115	115	115	115
Northern, N. H.	116	116	116	116	116
Ogdens & Lake Champ	80	80	80	80	80
.. pref.	114	114	114	114	114
Old Colony & Newport	114	114	114	114	114
Ph. Wil. & Baltimore	56	56	56	56	56
Port'd, Saco & Ports	11	11	11	11	11
Union Pacific	89	89	89	89	89
.. 6s	79	79	79	79	79
.. Land Grant 7s	79	79	79	79	79
.. Income 10s	83	83	83	83	83
Vermont & Canada	91	91	91	91	91
Vermont & Mass.	91	91	91	91	91
South Boston (Horse)	68	68	68	68	68
Cambridge	68	68	68	68	68
Metropolitan	68	68	68	68	68
Middlesex	13	13	13	13	13
Central Mining Co.	13	13	13	13	13
Copper Falls	13	13	13	13	13
Franklin	11	11	11	11	11
National	11	11	11	11	11
Pewabic	11	11	11	11	11
Quincy	11	11	11	11	11

## London Stock Exchange.

Closing Prices.

	July 12.	July 5.
Atlantic & Gt. W. 1st mort., \$1,000	70	72
Do. 2d mort., \$1,000	61	63
Do. Con.mort. B'nds Bisch's Cert.	38	40
Do. Reorg. Scrip.	94	99
Do. Leas. Lines, Rental Bonds	84	86
Detroit & Milwaukee 1st mort. Bonds	75	77
Do. 2d do.	75	80
Erie shares 100 dol. all paid	43	44
Do. Ticket of Protec.Com. attached	44	45
Do. 6 per cent Convertible Bonds	92	94
Do. European Agency Certificates	43	44
Illinois Central \$100 shares all paid	106	108
Do. Redemption mort. bonds 6 p.c. 100	100	102
Illinois & St. Louis Bridge 1st mort.	96	98
Marietta and Cincinnati R.R. Bonds	82	85
Michigan Central 8s 1882, conv.	90	100
Panama 2d mort.	89	92
Panama General mort.	89	92
Pennsylvania, 2d mort.	99	101
Do. General mort.	94	95
Do. \$50 shares	47	49
Philadelphia and Erie 1st mort.	96	98
Do. with option to be paid in Phila.	96	98

## American Railroad Journal.

Saturday, July 27, 1873.

## Stock Exchange and Money Market.

Money has been in unusually liberal supply in the open market, and rates have ruled exceptionally low, ranging from 2½@5, generally 3@4 per cent. on call, and 5@7 per cent. per annum in the discount form, thus giving the advantage decidedly to responsible borrowers who have shown less urgency in their demands for aid, whether for speculative or mercantile purposes. The stock and gold movements have been on a restricted scale, requiring a very moderate supply of funds to make settlements and adjust balances. The inquiry from commercial sources has been comparatively light, and quite promptly met, in nearly all instances, at the prevailing rates. The outflow of currency to the interior has been of less magnitude, and the city banks closed the week with some increase of strength in their reserves. The U. S. Sub-Treasury office again last week reduced its coin balance about ½ a million and enlarged its currency slightly. The city banks increased their loan and discount average about ⅓ of a million during the week, and contracted their outstanding circulation nearly ⅓ of a mil-

lion. The U. S. Sub-Treasury held a currency balance on Wednesday morning of \$8,160,527, and a coin reserve of \$39,246,503.

The city banks, in their latest return, show a falling off of \$545,100 of legal tender notes, with an increase of \$1,348,400 of specie, and of \$2,042,300 of deposits, also of \$616,700 in their loan and discount averages, and a reduction of \$90,400 in their item of circulation. The city bank exchanges, last week, averaged 73½, and thus far, this week, about 76 millions daily. The banks now hold \$13,735,575 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$29,571,800, against \$18,141,957 same time last year. The city bank deposits are now \$247,551,300 against \$255,735,063, week ending July 22, 1871. The legal tender reserve amounts to \$52,895,600, against \$72,419,670 same time last year. The circulation now stands at \$27,376,000 against \$30,371,186 same time last year. The loans are now \$297,214,500 against \$300,068,724 at this date last year.

The coin reserve of the city banks is now about 29½ millions as against about 28½ millions on the 6th of January; the legal tender reserve is about 52½ millions against \$46,616,000 on the statement of February 10th.

Government revenues have been quite moderate since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, \$9,947,371. The customs at the port of New York last week were \$1,855,143; at the outports, equal to about \$625,000 all in coin, or coin certificates.

Under the Treasury programme for July, Government proposes to buy in Five-Twenties, as follows: Wednesday July 31, \$1,000,000.

The Treasury Department on Wednesday controlled a coin reserve of \$79,860,000 of which \$32,330,000 were represented by outstanding coin certificates and a currency balance of \$10,190,000.

Gold has shown more firmness, on lighter offerings, particularly for prompt delivery, but the demand has been moderate, and the dealings have been devoid of spirit, as a rule, though toward the close the speculative temper was more confident, and the market rather more buoyant. The export drain was less extensive. The customs inquiry, light.

On Wednesday, the specie exports were \$525,000.

The range of the price during the week has been from 114½@114¾ and the closing quotation on Wednesday was 114½ against 114½@114¾ the preceding Wednesday. The specie outflow last week, was \$4,641,026. The Gold Exchange Bank clearances have averaged about 82 millions per day during the week.

The customs demand for Gold last week, averaged \$324,000 a day; thus far, this week, it has averaged \$299,800 a day, or equal to a weekly aggregate of \$1,798,800. The arrivals of specie from Europe, Havana and other foreign ports last week were \$3,597 and since Jan. 1, 1872, \$2,736,486 against \$3,848,156 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been \$81,

311,255 against \$85,015,650 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$51,829,645, against \$57,919,367 during the same time in 1871.

The export drain of specie was \$4,641,026 last week, against \$6,094,371 same week preceding year. The shipments since January 1, 1872, have been \$48,786,037 against \$49,883,757 during the same portion of 1871.

Foreign Exchange has been in rather less request at somewhat easier rates. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110¼@110½.

The produce exports from this port, week ending with July 23, were to the currency value of \$4,274,948.

Government securities have been in light supply and held with confidence, on a fair demand for the leading issues, mostly on investment account.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117¼@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 115½@115¾; U. S. Five-Twenties of 1864 at 115½@115¾; U. S. Five-Twenties of 1865, 116½@116¾; U. S. Five-Twenties of 1866 consolidated, 114½@114¾; U. S. Five-Twenties of 1867, 115¼@115½; U. S. Five-Twenties of 1868, 115@115¼; U. S. Ten-forties at 112¾@113; U. S. Fives of 1881 (Funding Loan) 113¾@113¾; Six per cent. currency bonds, 114½@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 10.	July 17	July 24.
Consols .....	92½	92½	92½
U. S. 5-20's of 1862..	91½	91½	91
U. S. 5-20's, 1865....	92½	92½	92½
" 1867 .....	92	91½	91¾
" 10-40s .....	90	90¾	89¾
New Fives of 1881...	90¼	89¼@¾	89¾
Erie .....	43½	42	41½

State bonds have been in moderate request and irregular in prices. The Southern State obligations have fluctuated widely.

Railway Mortgage Loans have been moderately active with the main demand from investment buyers and prices have been generally quoted stronger. Central Pacific Sixes have been in good demand at 101¼@102¾ Chesapeake and Ohio have been in good request at 94 per cent. and accrue interest.

Railway and Miscellaneous share property has been comparatively tame, throughout the week, many of the leading operators having been absent from the city. Values have been variable, but closed with some indications of buoyancy.

In the line of Metals, Ingot Copper has been very quiet, but rather steadier in price; 100,000 lbs. sold at 33c.@33¼c. per lb. Under the very favorable advices from England, reporting an advance in Coltness Pig-iron to £7 15s. Scotch Pig-iron has been held much higher here, on restricted offerings, with sales reported of 500 tons Eglinton at \$48 50, now held at \$50@52; 400 tons Glengarnock, part at \$53 50 now held at \$54, with Coltness quoted up to \$57 50 and Gartsherrie to \$55. American Pig-iron has also been held with increased confidence, particularly

No. 1, which has been scarce and wanted, but the high views of sellers have been against free dealings. Iron rails have been in good request and strong in price; sales 2,000 tons English on private terms. Lead has been quoted steady, but has been inactive. Spelter has been rather more sought after, and 25 tons have been purchased at 7c., gold per lb. Pigtin has been quiet, on the basis of 36¼c.@36½c., gold for Straits. Tin Plates have been in less demand, owing partly, to the firm views of holders; 500 boxes charcoal Terne, for August delivery, changed hands, \$11 62½, gold. Zinc dull at old rates.

General business has been somewhat brisker. Breadstuffs have been quoted cheaper, on free offerings of stock. Provisions, Petroleum, and Naval Stores closed more firmly. Cotton opened heavily at declining prices, but closed in favor of sellers. Middling upland cotton again declined and closed on Wednesday at 22 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,669,100 bales, against 3,919,922 bales same time in the preceding year; exports 1,915,936 bales against 3,101,577 bales in the previous year; stock at the ports at latest dates, 126,624 bales against 170,489 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair request at 8@13 cts.; Veals at 5@9 cts.; Sheep at 5@7; Lambs, 8½@12½ cts.; Swine, 4½@4¾ cts. per lb., all live weight. The week's receipts were 7,913 Beeves, 2,821 Veal Calves, 23,415 Sheep and Lambs; and 24,050 Swine.

Foreign goods have been in rather better request and steadier as to price, in most instances. The week's imports of foreign goods reached the amount of \$7,221,202 including \$2,605,589 of dry goods.

Ocean freights have been fairly active and firmer. Tonnage continues scarce.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 7½; do. 1st mort., 42¾; Central of New Jersey 1st mort., new, 107¾; do. scrip, 104½; Cleveland, Col. Cin. and Ind. 1st mort., 101¾; Ohio and Miss. consol., 97¾; do. 2d mort., 58½; Pekin, Lincoln and Decatur 1st mort., 90; Hannibal and Central Missouri 1st mort., 89; Quincy and Toledo 1st mort., 93; Lake Shore and Michigan Southern consols, reg., 100½; Long Dock bonds, 97½; Am. Dock and Imp. 7s, 98½; North Missouri 1st mort., 93; Toledo, Peoria and Warsaw, Bur. Div., 88½; Gt. Western 1st mort., 1888, 99; Cedar Falls and Minnesota 1st mort., 83; Pacific 7s, guar. by Mo., 99; New Jersey Southern R. R., 25; Missouri, Kansas and Texas R. R., 43; New York and New Haven R. R., 144; do. 6s, 99; Hartford and New Haven R. R., 164; St. Louis and Iron Mt. 1st mort., 100¾; U. S. Exp. 83; Am. Mer. Union Exp., 74½; Adams Exp., 97¾; Wells Fargo Exp., 88½; Western Union Tel., 75½; Quicksilver pref., 52½; Consol. Coal of Md., 44½; South Carolina 6s, new, Jan. and July, 29½; North Carolina Special tax, 7½ p. c. off, 16½; do. 6s, issued to N. C. R. R., 45; Arkansas 6s, Fund Act, 53; Virginia 6s, old, reg., 36; Georgia 7s, 88; Alabama 5s, 60; Brooklyn 6s, W. L., 95.

Philadelphia.—West Jersey 6s, 94; Oil Creek

and Allegheny River 1st mort. 7s, 83; Philadelphia and Reading Gen'l mort. 7s, 103¼; do. 6s, 1843-'80, 93; Wilmington and Reading 7s, 101; Pennsylvania and New York Canal 7s, 97½; Allegheny Valley 7s, 94; Schuylkill Nav. 6s, 1895, 79; Susquehanna Canal 6s, 78½; Chesapeake and Delaware 6s, 90; Huntingdon and Broad Top Mt. consols, 48½; Lehigh Valley 7s, new, 106; Am. S. S. Co. bonds, 78; Westchester and Philadelphia R. R. 7s, 101; Perkiomen R. R. bonds, 86; Pittsburg 5s, 75; Big Mt. Coal, 6½. The latest quotations are: City 6s, 97@97½; do. free of tax, 101½@101¾; Pennsylvania State 6s, 1st series, 101½@103; do. 2d series, 105¼@—; do. 3d series, 106@—; Philadelphia and Reading, 58½@58½; do. Gen'l mort. 7s, 1893, 103@103¼; do. mort. 6s, 1880, 94@—; United New Jersey R. R. and Canal Co. 126@126¼; Camden and Amboy mort. 6s, 1889, 98@98½; do. 1883, 98½@98½; do. 1889, 90½@91; Pennsylvania R. R., 58½@59; do. 1st mort., 100@100½; do. 2d mort., 98@100; do. General mort. coupon, 93¼@94; do. reg., 95½@96; Little Schuylkill R. R., 46¼@46¾; Morris Canal, 51@52½; do. pref., 124@126; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15@15½; do. 6s, 1882, 79¾@80; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 43@43½; do. 6s, 1884, 90½@90¾; do. R. R. Loan, 97@97½; do. Gold Loan, 92¼@93; North Pennsylvania, 50@51; do. 6s, 100@102; do. 7s, 97½@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 27¼@27¾; do. 6s, 91@91½; Minehill, 52¾@53; Catawissa, 15@18; do. pref., 45½@45¾; Lehigh Valley, 59¼@59¾; do. 6s, new coupon, 98@98½; do. reg., 98@99; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 63@66; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 83@84; Green and Coates, —45@; Chestnut and Walnut, 56@57; Hestonville, 19@20; Union, 75@75; Germantown, 35@37.

Boston.—Eastern R. R. 7s, 104; do. 6s, 1885, 96½; do. 1874, 98; Framingham and Lowell 7s, 1892, 90¼; Vermont Central 8s, 1891, guar., 99¼; Boston and Albany 7s, 1892, 107; Chicago and Michigan Lake Shore R. R. 8s, 85; Burlington and Missouri R. R., 108¼; do. 8s, in Nebraska, 103; Ogdensburg and Lake Champlain 8s, 1878, 100¼; Stanstead, Shefford and Chambly 7s, 79½; Maine Central 7s, 1912, 99½; Jackson, Lansing and Saginaw 8s, 1891, 102½; Cincinnati, Sandusky and Cleveland R. R., 22½; Portsmouth, Gt. Falls and Conway R. R., 99½; Norwich and Worcester R. R., 126½; Summit Branch, 46; Connecticut and Passumpsic Rivers R. R. pref., 91¼; do. 6s, 1876, 95¼; Nashua and Lowell R. R., 144½; Worcester and Nashua R. R., 133¾; Rutland R. R., 14; Cary Imp., 12½; Waverly Land, 8; Boston Water Power, 53; New Hampshire 6s, 1902, 99½; Maine 6s, 1889, 100½; Salem 5s, 1882, 89; Lowell 6s, 1890, 97; Manchester 6s, 1879, 96¼; St. Louis 6s, 1886@1888, 90¼; do. 1877, 94½; Rock Island, Ills., 8s, 1882, 103½; Cincinnati 7 3-10s, 1889, 105½; do. 7s, 101; Belfast 6s, 1898, 89½; Charlestown 6s, 1892, 99; Springfield 6s, 1878, 99½; Albany 6s, 1896, 92½; Boston 6s, currency, 101½; Cambridge 8s, 1887, 99¾; Burlington, Iowa, 10s,



1878, 100; Allouez Mining Co., 10; Calumet and Hecla, 157½; International silver, 4; Pontiac, 7¼; Ridge, 11½; Shuciah Silver, 7½; Star, 37½.

**Baltimore.**—Virginia and Tennessee 3d mort. 8s, 90; Richmond and Danville 1st mort., 79½; Union R. R. 1st mort. guar., 91; Northern Central 6s, 1900, gold, 93¾; Western Maryland 3d mort., guar., 95; Orange, Alexandria and Manassas 7s, 83; Central Ohio 1st mort., 87; Orange and Alexandria 4th mort. 8s, 84¾; do. 2d mort. 6s, 85; do. 1st mort. 6s, 94; Virginia consol. 6s, reg., 45; Memphis City 6s, 55¾. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94½; Baltimore and Ohio, 158@160; do., pref., 99@—; do., 6s, 1875, 96½@97½; do., 1880, 96½@—; do., 1885, 96¼@97; Parkersburg Branch, 10@20; Northern Central 39½@39½; do. 6s, 1885, 94@96; do., 1900, 90½@90½; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99@99½; do., 2d mort., 98@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 102½@102½; do., 2d mort., 7s, 91½@91½; do., 3d mort., 8s, 88¾@88½; Central Ohio, 34@86; do., 1st mort., 86¾@87¾; Western Md. 1st mort. 6s, 1890, 92@93½; do. 1st mort. guar., 94@—; do., 2d mort. guar., 92@—; do., 3d mort., guar., 94@95; do. 2d mort. pref., 81@88½; do., 2d mort. guar. by Washington Co., 85@88; Richmond and Danville bonds, 79½@79½; Orange and Alexandria 1st mort. 6s, 93½@94; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 85¼@85½; Alex. and Manassas 7s, 81¼@82; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79@79½; do. 8s, 3d mort., 90@90; Baltimore 6s, 1875, 99@99½; do., 1884, 98@98½; do. 1886, 98@98¼; do., 1890, 98¾@99; do., 1893, exempt, 102@102½; do., 1900, exempt, 98½@99; Memphis City 6s, 55¾@55¾; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@104¼; City Passenger R. R., 23¾@24; George's Creek Coal, 92@94½; Atlantic Coal, 1.50@1.75.

The Bachman's Valley road is to be graded from its junction with the Hanover branch to Chesnut Hill Ore Banks in August. Five miles are completed, from Leib's Mill southeast up Codorus stream to Kleinfeltersville, Pa., within two or three miles of the Maryland line. From this line the course of the road is southwest instead of southeast, the proposed terminus being on the Maryland Western at Westminster, 29 miles from Baltimore.

The Northern Pacific Company are making arrangements to let another division (the Montana) of their road. The work on the Dakota division is progressing so finely, and the bonds of the road are selling so rapidly, that they feel no hesitancy in letting out an additional division. The contractors on the Dakota division are pushing not only the grading but also the track-laying, and trains can now go thirteen miles beyond Fargo.

The estimated earnings of the Erie Railway for the week ending July 15, 1872, were \$396,611; against \$463,097 for the corresponding period of 1871—a decrease of \$66,486. Total earnings since April 1, 1872, \$5,539,834—an increase over the same time in 1871 of \$483,976.

The President and Directors of the Baltimore and Drum Point Railroad held a meeting in Baltimore on the 17th inst., at which the road from Camp Parole, on the Annapolis and Elkridge Railroad to Butler's Tavern in Anne Arundel county, a point ten miles distant, was located. Work will be commenced immediately on that portion of the road. The Board also determined to put the Annapolis Road in order throughout its entire length. The prospects of the road are flattering, and hopes are entertained that portions of Anne Arundel and Calvert counties, which have heretofore been a sealed volume, will soon be placed in easy communication with Baltimore.

The Frederick and Pennsylvania track is now laid over the bridge and trestle works over Big Pipe Creek, at Bruceville, and the connection with the Western Maryland Railroad and the Pennsylvania roads is complete. The Pennsylvania Company now run their own engines over the road and bring all the iron via Northern Central and Hanover Junction. The tracklayers are rapidly approaching Renner's warehouse, a mile and a half north of Woodsboro', Frederick Co.

A despatch from St. Louis says the terms of the lease recently made of the Missouri Pacific Railroad to the Atlantic and Pacific Railroad are ten per cent. dividend on the present stock of \$3,600,000 for three years; twelve per cent. for two years, and fourteen per cent. for 999 years. Joseph Brown will continue President and become a managing director of the Atlantic and Pacific road.

The Rolling Mill at Pencoyd, on the west side of the Schuylkill, near Manayunk, is being greatly enlarged. The new portion will be used as a forge and finishing mill, and the old structure will be occupied as a mill for preparing rough stock. The new mill will be supplied with a train of three high rolls, and four double-acting steam-hammers, weighing 3000 pounds each, for making car axles.

The Cattaraugus Union says that the contracts for building the Cattaraugus Railway from Salamanca to Machias have been let to responsible parties. Harris Brothers, of Buffalo, have the contract for clearing, grubbing and masonry. Work is to be commenced at once. Mr. W. W. Coe is managing assistant engineer in charge of the construction of the road.

The Milwaukee, Lake Shore and Western (hitherto known as the Milwaukee, Manitowoc and Green Bay) Railroad, has been located along the Lake Shore through Port Washington, Sheboygan, Manitowoc and Two Rivers, and thence to Green Bay, with a line also from Manitowoc westward to Appleton. Most of the line and a little of the Lake Shore line is consolidated.

The Baltimore and Ohio Railroad Company have just negotiated in England, a loan of \$10,000,000, with which they propose at once to build their extensions from Pittsburgh to Chicago. The entire line will be put under contract as soon as the towns along the line take definite action in regard to granting the right of way.

Some 40 men are tunneling West Point for the West Shore railroad with steam drill and nitro-glycerine.

## THE St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

## TANNER & CO. BANKERS, NO. 11 WALL STREET.

The Philadelphia Ledger of 22d inst., reports the net anthracite coal tonnage for the week ending on the 13th inst., from all sources, at 427,771 tons, and for the year 9,884,045 tons, against 5,829,500 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,554,545 tons. The production of bituminous coal for the week was 53,537 tons, and for the year 1,279,268 tons, against 1,166,382 tons to the corresponding time last year—an increase of 112,886 tons. The total production of all kinds of coal for the week was 481,308 tons, and for the year 11,158,313 tons, against 6,495,882 tons to corresponding time last year, showing an increase of 4,652,431 tons.

The Norwich and Worcester Railroad Company now includes in its list of officers a regularly appointed and salaried surgeon.

## Journal of Railroad Law.

RAILROAD COMPANIES—BILL OF LADING—MEANING OF EXPRESSION "DAMAGE OR LOSS BY FIRE"—RULE AS TO NEGLIGENCE.

The facts in the late case of *Lamb vs. Camden and Amboy R. R. & T. Co.*, (46 N. Y., 272,) are fully and clearly stated in the following opinion by—

GROVER, J.—It was proved by the defendant, that the cotton in question was destroyed by fire, while in a shed upon the dock of the defendant, where it had been placed by the defendant. The question was made upon the trial, whether this proof, of itself, constituted a defence to the action, or whether the defendant was bound to go further, and show that it and its employees were free from all negligence in the origin and process of the fire, or whether it was incumbent upon the plaintiffs, to maintain the action, to prove that the fire, causing the loss, resulted from such negligence; in other words, whether the plaintiff was bound to prove that the fire causing the loss, resulted from the negligence of the defendant, or the latter was, in the first instance, bound to prove itself free from all negligence in that respect. In considering this question, it must be borne in mind that it has already been determined, that the defendant was exonerated from all liability as carrier, for a loss caused by the destruction of the cotton by fire, by an express provision of the contract in pursuance of which it transported the cotton. Relieved of this responsibility it was liable only, in case it was so destroyed, as bailee for hire; and it is undisputed that such a bailee is liable for the loss of the property only in cases where the loss is the result of his negligence. The question is whether in case of loss by a bailee for hire, the bailor can recover upon simple proof of loss, unless the bailee shall prove that he was free from all negligence contributing to such loss, or whether the bailor must go further and prove that the loss was caused by the negligence of the bailee. I believe this to be a fair statement of the question between the parties to the present action, and yet so stated, no one will hardly insist that the bailor can recover without affirmatively proving that the loss was caused by the negligence of the bailee. The decisions are numerous to this effect, based upon the familiar principle that negligence, being a wrong, will not be presumed, but must be proved by the party charging it and seeking a recovery founded thereon. Cases may occur, where the proof of the loss and circumstances connected therewith may show a case of presumptive negligence in the defendant, such as will entitle the plaintiff to recover upon that ground, in the absence of further proof. To illustrate. A passenger upon a railroad, receiving an injury caused by the cars running off the track, may rely upon the fact that they did run off as evidence of negligence; nevertheless, the onus is upon him of establishing to the satisfaction of the jury, that his injury was caused by the negligence of the defendant; and, unless he satisfies the jury affirmatively of this fact from all the evidence he is not entitled to recover. It sometimes occurs, in the progress of a trial, that a party holding the affirmative of the issue, and consequently bound to prove it, introduces evidence, which uncontradicted, proves the fact alleged by him. It has, in such cases, frequently been said, that the

burden of proof was changed to the other side; but it was never intended thereby that the party bound to prove the fact was relieved from this; and that the other party to entitle him to a verdict, was required to satisfy the jury that the fact was not as alleged by his adversary. In such cases, the party holding the affirmative is still bound to satisfy the jury affirmatively, of the truth of the fact alleged by him, or he is not entitled to a verdict. In the present case, to entitle the plaintiff to recover, he was bound to prove that the fire which consumed the cotton resulted from the negligence of the defendant. The remaining inquiry is, whether the rule requiring this was violated upon the trial, from which the defendant might have been prejudiced, after proof had been given by the defendant showing the destruction of the cotton by fire. Its counsel proposed to rest his case, reserving the right to rebut any testimony that might be adduced by the plaintiffs, tending to show that the destruction of the cotton by fire was occasioned through the defendant's negligence or default. The plaintiff's counsel insisted that the defendant was bound to prove that it had not been guilty of negligence, and that the defendant's case must then be exhausted. The court thereupon decided that the burden of proof was on the defendant, to show that the destruction of the cotton by fire was not caused by negligence on its part. This was error. Although in proving the destruction of the cotton by fire it appeared that the fire originated on a boat of the defendant laying at its dock. This was only evidence tending to show negligence of the defendant. Whether sufficient *prima facie* to entitle the plaintiff to a verdict is a question not necessary to decide, as no ruling thereon was made by the court. Be that as it may, the burden was still upon the plaintiffs to establish, to the satisfaction of the jury from all the evidence, that the fire was the result of the negligence of the defendant. Other evidence was given making the question of the defendant's negligence, in respect to the fire, proper to be decided by the jury. The court, among other things, charged the jury that, although the defendant had been freed from their ordinary measure of responsibility as insurers, they are not relieved from the burden of satisfying you that this loss, which it is beyond doubt happened by fire, was not occasioned by negligence on its part. To this the defendant's counsel excepted. In another part of the charge the judge stated, that the real importance of the question as to reasonable time (for the removal of the cotton by plaintiffs' meaning) consists in this case of the fact, that down to this point of time, the burden of establishing that there was not any such negligence as I have stated rests upon the defendant. This part of the charge was excepted to. Both exceptions were well taken. The idea plainly conveyed to the jury was, that they should find for the plaintiff, unless satisfied from the evidence, that the fire was not the result of the defendant's negligence, thus leaving them to find for the plaintiff, if unable to determine whether the fire so resulted or not, while the instruction should have been to find for the defendant, unless they found, from all the evidence, that the fire was the result of the negligence of the defendant. The jury, after retiring to deliberate on their verdict, returned into court and

made the following inquiry. Whether, if satisfied that proper precaution was not taken to prevent fire on board (the boat meaning), through the neglect to place a watchman there, they were to find for the plaintiff for the whole amount. To which the court responded, that the omission to place actually on the boat, specially charged with the duty of guarding her, might be considered by the jury on the question of negligence in the case, and if the jury found the defendants guilty of negligence, which contributed to the loss of all or any part of the cotton, etc., to find for the plaintiff for such cotton. This did not cure the error committed in the charge previously given and excepted to. In that, the judge had instructed the jury to find for the plaintiffs, unless the defendant had satisfied them, that the fire was not the result of its negligence. This was not withdrawn by the answer given to the question of the jury. Taken both together, the jury must have understood that they were to find for the plaintiffs, if satisfied that the fire resulted from the defendant's negligence, and that they were also to find for them, unless they found it did not so result. This gave the plaintiffs the verdict, if the jury were unable to find negligence in the defendant, on the ground that they were unable to say that the proof showed that it was not negligent. Thus in effect, finding for the plaintiffs, without determining the question at all, much less without finding that the fire was the result of defendant's negligence. For the error of the charge upon this point, and in the ruling upon the trial, that the burden was upon the defendant, to show that the fire did not result from its negligence, the judgment must be reversed and a new trial ordered.

Judgment reversed.

## Debt of Georgia.

The following is an extract from the Message of the Governor, dated 17th inst:

The following is a consolidated statement of the existing debt of the State, created before the 4th day of July, 1868, showing the amounts and dates of the issue and maturity of the bonds:

When issued.	When Due.	Amount.
1842 and 1852.....	1872	\$650,000
1842 and 1843.....	1873	137,000
1844 and 1848.....	1874	251,500
1858.....	1878	100,000
1859.....	1879	200,000
1860.....	1880	200,000
1861.....	1881	100,000
1866.....	1886	3,600,000

Grand total.....\$5,238,500

From the foregoing tabular statement, it will appear that the total amount of our bonded debt, contracted prior to July 4, 1868, is \$5,238,500.

To meet the bonds falling due the present summer, the Governor was authorized to issue bonds to the amount of \$700,000, due in twenty years, and bearing interest at a rate not exceeding seven per cent. per annum, payable semi-annually. As required by the provisions of this act, I have caused bonds to be prepared, and the same are now being used in exchange and redemption of the old bonds falling due the present year. By the third section of the act, a temporary loan was authorized in a sum not exceeding \$300,000, for the purpose of paying the semi-annual interest, due the present summer, upon the bonds of the State issued before the 1st day of June, 1868, which loan, it is provided, shall be paid back out of the moneys received from the taxes paid into the Treasury during the year 1872.

Acting under the authority thus conferred, I



borrowed from the National Bank of Commerce in New York the sum of \$200,000, at seven per cent. per annum, to be repaid on the 1st day of December next. This sum was placed to the credit of the State on the 29th day of June last, and is sufficient to pay the interest falling due upon our old debt in the months of June, July and August.

An arrangement has also been effected with the National Bank of Commerce to act as the agent of the State in exchanging the old for the new bonds falling due this year. This arrangement is as follows: An offer is made to the holders of the old bonds to exchange therefor the new seven per cent. bonds authorized to be issued by said act. In the event this offer shall not be accepted, it is proposed that the semi-annual interest shall continue to be paid upon the old bonds until the State shall be able to redeem the same. This arrangement is the best that could be effected in the present condition of the public credit, and it is believed that it will give satisfaction to our creditors. There exists no law authorizing the payment of interest upon the old bonds after their maturity, but being satisfied that the proposition to that effect, embraced in the arrangement above referred to, if carried out, will be promotive of the public welfare, I respectfully recommend that the same be approved by the Legislature.

#### Hamilton (Ca.) as a Railway Centre.

We are reminded by reading the annual report of the Hamilton Board of Trade that that city is fast becoming well supplied with railway facilities. Besides the Great Western proper, the Wellington, Grey and Bruce is open to Paisley, "and will be completed to Southampton by the 15th of September next, with every probability of an extension of the same line to Georgian Bay." Twenty miles of the Southern Extension, a branch of the same line, are ready for the rails, and it is hoped that Kincardine will be reached within a twelve-month. The Hamilton and Lake Erie will be graded to Caledonia by the 15th of August; an expensive bridge is to be built over the Grand River at that point, and the line extended to Hagersville and Jarvis, the expectation being that the latter place will be reached in one year. The line will cross the Buffalo and Lake Huron section of the Grand Trunk, and also the Canada Southern, giving connections with these lines. Respecting the proposed Hamilton and North-western line to Collingwood, or somewhere else, the gentlemen of the Board of Trade seem quite sanguine, notwithstanding the project seems to be surrounded with a good many difficulties. Altogether it is plain that the most praiseworthy efforts of the business men of Hamilton—powerfully aided as they have been by the Great Western—are meeting with deserved success.—*Montreal Times*.

The San Francisco *Alta* says that a preliminary survey is now being made for a railroad forty miles long from Merced up the valley of Bear Creek to the middle of the Mariposa estate. This road will save forty miles of staging to Yosemite tourists, and take them beyond the range of the valley dust. A connecting road, twenty miles long and of narrow gauge, is projected to connect the Princeton mine with the Ophir mills on the Merced River. These are only the pioneer lines, and in a dozen years California will be as badly cut up by railroad lines as Massachusetts or Ohio.

The Illinois Western Extension Railroad Company has filed articles of incorporation with the Secretary of the State of Illinois. The line begins at the town of Kankakee, extending westerly through the counties of Kankakee, Grundy and La Salle to Mendota. Its capital stock is \$500,000, and its main office will be at Kankakee.

#### The National Railroad.

A new railroad project, in which a number of Lancasterians are interested, is about to be consummated. It is chartered under the name of the National Railroad Company, and is an air-line between Philadelphia and New York. Col. Wm. G. Case, of Columbia, is president, and among the directors are C. S. Kauffman, of Columbia, and Dr. H. Carpenter and Geo. K. Reed, of this city. The road will cross the Delaware river between Trenton and Yardleyville, and strike Attleboro, Bucks county, connecting either with the Germantown or North Pennsylvania road. It is proposed to eventually extend the road through Bucks, Montgomery, Chester, and Lancaster counties, and thence on to Hancock, Maryland, where it will strike the Baltimore and Ohio road. It will be ten miles shorter from Philadelphia to New York than any other road.

The contract for grading this part of the road—that is, from Philadelphia to New York—has already been given out, McCrann & Co. having been awarded the section from Yardleyville to Philadelphia. The company composing the firm, we understand, are Messrs. B. J. McCrann and R. H. Brubaker, of this city, and Robert Crane, of Columbia. Shanties will be put up next week, and within a fortnight a thousand men will be at work. The road, when extended to Maryland, cannot but prove of immense advantage to Lancaster city and county.—*Lancaster (Pa.) Express*.

#### Peachbottom Railway.

The Peachbottom Railway seems to be steadily progressing. The Directors have contracted for the grading and masonry of that portion of the line west of the Susquehanna River. The western division, extending from North Central to Guinstone bridge, a distance of twenty miles, was let to James Freeland & Co., of Millersburg. John T. Wallace took two sections—a mile each, extending from Guinstone bridge to Wallace's cut. D. W. Grove comes in next to Wallace, taking eleven sections, extending from Wallace's cut to the mouth of Scott's run. The remaining portion, consisting of seven miles, was let to Samuel Smith, of Taneytown, Carroll county, Md. Some of the work is required to be completed in fourteen months, and other portions in eighteen. The canvass of York for subscriptions for a line to that borough continue, with fair prospects of success. Mr. Hood, with his assistant engineer, commenced the location of the eastern division of the Peachbottom Railway on the 16th, beginning at Oxford. The contract for the masonry of the division east of the Susquehanna was awarded to Messrs. Clark & Smith, of Philadelphia. The contractors, it is said, expect to begin in a few weeks.—*Oxford Press*.

The Baltimore *American* says that the contest which has been raging for some months past between these two giant railroad gladiators, the Pennsylvania and the Baltimore and Ohio, for the possession of the Philadelphia, Wilmington and Baltimore Road, seems to have been finally settled in favor of the latter. An agreement has been entered into between the Philadelphia, Wilmington and Baltimore and the Baltimore and Ohio Roads by which the former agrees to permit the latter to use its road for a period of years, and by which its passenger cars from Washington and the West will pass over the road and thus avoid transshipment. Whether or not this agreement excludes the Pennsylvania road from equal privileges is not known, but the presumption is that it does.

Another section of the Wellington, Grey and Bruce Railway to Paisley, 85 miles from Guelph, was formally opened on the 8th inst. The contractor is making creditable progress with this line.

## NOTICE.

All the Machinery of the New York Railroad Chair Works at private sale. Two Chair Machines; Three Burden Spike Machines; Bolt Heading Machine; Patent Bolt Cutters; Cold Pressed Nut Machine; Heavy Presses, Shears; One 60-horse Engine; One 20-horse do., Boilers, Lathes, &c., at low prices. All in the best order. Apply at factory cor. Morgan and Washington streets, Jersey City, or J. B. DAVENPORT, 85 John street, N. Y. (Box 3,041, P. O.) Lists at both places. This is a rare opportunity to buy good machinery.

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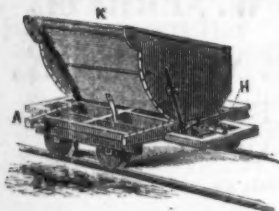


Fig. No. 1, Car Loaded.

(Used by the  
American Dredging Company.)

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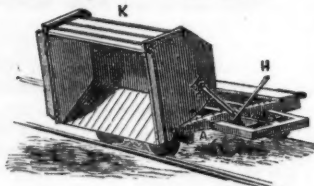


Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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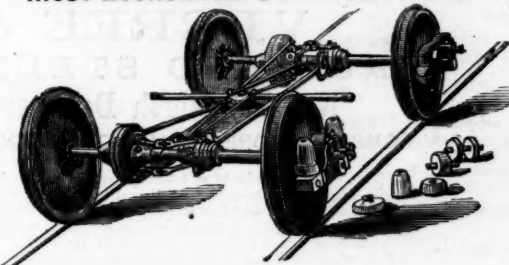
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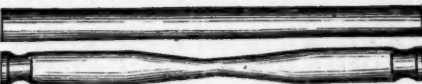
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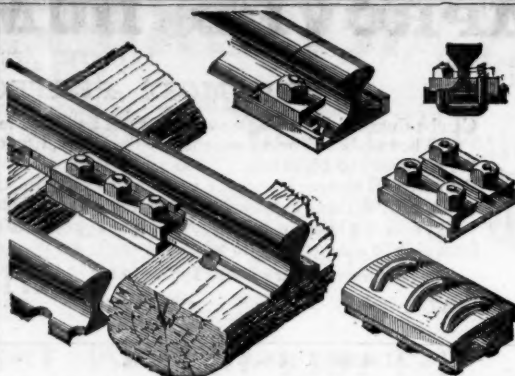
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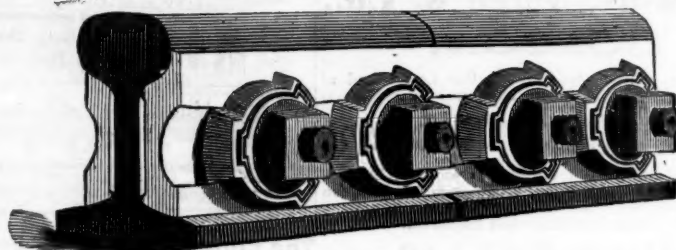
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the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the  
washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures  
that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet  
in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail,  
with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for  
expansion and contraction by heat or cold.

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That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

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